

THE NATIONAL ARCHIVES
LITTERA
SCRIPTA
MANET
OF THE UNITED STATES

FEDERAL REGISTER

VOLUME 14 1934 NUMBER 118

Washington, Tuesday, June 21, 1949

TITLE 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

Subchapter B—Immigration Regulations

PART 110—PRIMARY INSPECTION AND DETENTION

DESIGNATED PORTS OF ENTRY EXCEPT BY AIRCRAFT

MAY 26, 1949.

Section 110.1, *Designated ports of entry except by aircraft*, Chapter I, Title 8 of the Code of Federal Regulations, is amended by deleting "Arecibo, P. R." and "Arroyo, P. R." from the list of Class A ports of entry in District No. 6, and by deleting "Cheboygan, Mich." from the list of Class C ports of entry in District No. 8.

Section 110.1 is further amended by listing after "Class B, Hilo, T. H." in District No. 17, the following class designation and ports of entry:

Class C
Kahului, T. H.
Port Allen, T. H.

This order shall become effective on the date of its publication in the FEDERAL REGISTER.

With respect to the foregoing amendment discontinuing certain ports of entry, compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003) relative to notice of proposed rule making and delayed effective date is unnecessary because such ports have already ceased to be customs ports and for that reason it is impracticable to continue them as ports of entry for aliens.

With respect to the amendment establishing two new ports of entry, compliance with the provisions of section 4 of the Administrative Procedure Act is impracticable because the need for immediate inspection facilities at such ports has been established and the due and timely execution of the functions of the Immigration and Naturalization Service would be impeded and the public interest would not be served by notice and delayed effective date.

(Sec. 23, 39 Stat. 892, sec. 24, 43 Stat. 166, sec. 37 (a), 54 Stat. 675; 8 U. S. C. 102, 222, 458 (a))

WATSON B. MILLER,
Commissioner.

Approved: June 15, 1949.

TOM C. CLARK,
Attorney General.

[F. R. Doc. 49-4949; Filed, June 20, 1949;
8:48 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Civil Air Regs., Amdt. 20-3]

PART 20—PILOT CERTIFICATES

ELIMINATION OF SPIN TEST REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 15th day of June 1949.

Part 20 currently requires that an applicant for a pilot certificate with a private or commercial rating in airplanes shall have dual flight instruction in recovery from spins. In addition, an applicant for a pilot certificate with a private rating in airplanes is required to demonstrate his competency with respect to recovery from a right and left spin of at least one turn each. An applicant for a pilot certificate with a commercial rating in airplanes is required to perform competently a 2-turn spin in each direction and effect recovery with an error of not more than plus or minus 10°. With respect to a pilot limited by his rating to nonspinnable airplanes, the presently effective regulations require that, prior to making application for removal of such limitation, he shall have at least 3 hours of certified dual instruction on spinnable airplanes for the purpose of receiving instruction in recovery from spins.

This amendment eliminates spins from the pilot certification requirements and, in lieu thereof, provides for dual flight instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes. It is believed that the deletion of the spin requirement and

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FEDERAL REGISTER

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Division of the Federal Register, the National Archives, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U. S. C., ch. 8B), under regulations prescribed by the Administrative Committee, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The regulatory material appearing herein is keyed to the Code of Federal Regulations, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended June 19, 1937.

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1949 Edition

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the placing of greater emphasis upon the prevention of and recovery from stalls will result in greater air safety in two ways: (a) It will emphasize recognition of and recovery from stalls which, on the basis of available accident statistics, has proved to be the most dangerous maneuver to pilots; and (b) elimination of the required spin maneuver will act as an incentive for manufacturers to build and operators of schools to use spin-resistant or spin-proof aircraft.

Interested persons have been afforded an opportunity to participate in the making of this rule, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 20 of the Civil Air Regulations (14 CFR, Part 20, as amended) effective August 15, 1949:

1. By amending § 20.25 (a) to read as follows:

§ 20.25 *Aeronautical experience*—(a) *Powered aircraft.* An applicant for a pilot certificate with a private rating in powered aircraft shall meet the requirements of either subparagraphs (1) or (2), and (3) of this paragraph. If the applicant meets the requirements of subparagraph (2) but not subparagraph (1) of this paragraph, his certificate shall be appropriately endorsed by the Administrator.

(1) In spinnable aircraft he shall have at least 30 hours of solo flight time and at least 10 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.
(ii) The dual instruction shall include instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(iii) If the applicant is the holder of a private or commercial pilot certificate with a glider rating, he may receive credit for not more than 15 hours of the required solo flight time for the flight time had in gliders; or

(2) In nonspinnable aircraft he shall have at least 20 hours of solo flight time and at least 7 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.
(ii) If the applicant is the holder of a private or commercial pilot certificate with glider rating, he may receive credit for not more than 10 hours of the required solo flight time for the flight time had in gliders; and

(3) In either spinnable or nonspinnable aircraft he shall have at least 3 hours of solo cross-country flight time which shall include at least one solo flight to a point not less than 50 miles distant from the point of departure with at least 2 full-stop landings at different points along the course.

2. By amending § 20.26 (a) (5) to read as follows:

(5) Recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes;

3. By rescinding § 20.26 (a) (6).

4. By rescinding § 20.36 (a) (4).

5. By amending § 20.36 (a) (5) to read as follows:

(5) Straight climbs, climbing turns, slips, maneuvers at minimum controllable speeds, and emergency maneuvers such as simulated forced landings and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

6. By amending § 20.40 to read as follows:

§ 20.40 *Aircraft rating competence.* (a) An applicant for any additional aircraft rating subsequent to the original issuance of a pilot certificate shall demonstrate competency in aircraft of the category and class and, if the aircraft has a maximum certificated take-off weight of over 12,500 lbs., of the type for which the rating is sought.

(b) A pilot limited by his rating to nonspinnable aircraft, when applying for removal of this restriction, shall have had at least 30 solo hours, and shall have had at least 3 hours of certified dual instruction in spinnable aircraft which shall include instruction in recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(c) A pilot limited by his rating to gliders, when applying for a pilot rating in powered aircraft, shall meet the aeronautical knowledge, experience, and skill requirements appropriate to the pilot rating sought.

(Secs. 205 (a), 601, 602, 52 Stat. 984, 1007, 1008; 49 U. S. C. 425 (a), 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 49-4966; Filed, June 20, 1949;
9:01 a. m.]

[Supplement 1]

PART 26—AIR-TRAFFIC CONTROL-TOWER OPERATOR CERTIFICATES

PROCEDURES FOR CONTROL OF AIR TRAFFIC

Under sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and § 26.50 of the Civil Air Regulations, the Administrator of Civil Aeronautics is authorized to prescribe procedures and practices which provide for the safe, orderly, and expeditious flow of air traffic.

The following air traffic control procedures were officially approved by the Chief of Staff, United States Air Force; the Chief of Naval Operations; and the United States Coast Guard. They should be prescribed without delay in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Acting pursuant to sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and § 26.50 of the Civil Air Regulations, and in accordance with sections 3 and 4 of the Administrative Procedure Act, I hereby adopt the following rules:

GENERAL

- Sec.
26.50-1 Definitions (CAA rules which apply to § 26.50).
26.50-2 Scope (CAA rules which apply to § 26.50).
26.50-3 Application of control procedures (CAA rules which apply to § 26.50).

- Sec.
26.50-4 Air traffic control service (CAA rules which apply to § 26.50).
26.50-5 Types of service (CAA rules which apply to § 26.50).
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- 26.50-21 Separation standards (CAA rules which apply to § 26.50).
26.50-22 Longitudinal separation (CAA rules which apply to § 26.50).
26.50-23 Vertical separation (CAA rules which apply to § 26.50).
26.50-24 Lateral separation (CAA rules which apply to § 26.50).
26.50-25 Altitude assignment (CAA rules which apply to § 26.50).
26.50-26 Holding aircraft (CAA rules which apply to § 26.50).
26.50-27 Control procedures (CAA rules which apply to § 26.50).
26.50-28 Control of long-range flights (CAA rules which apply to § 26.50).
26.50-29 Departures and arrivals (CAA rules which apply to § 26.50).
26.50-30 Expected approach time (CAA rules which apply to § 26.50).
26.50-31 Approach sequence (CAA rules which apply to § 26.50).
26.50-32 Approaches (CAA rules which apply to § 26.50).
26.50-33 Coordination between centers and towers (CAA rules which apply to § 26.50).
26.50-34 Clearances (CAA rules which apply to § 26.50).
26.50-35 Standard phraseologies (CAA rules which apply to § 26.50).
26.50-36 Traffic information (CAA rules which apply to § 26.50).
26.50-37 Emergency procedures (CAA rules which apply to § 26.50).
26.50-38 Unreported aircraft (CAA rules which apply to § 26.50).

AIRPORT TRAFFIC CONTROL PROCEDURES

- 26.50-61 General (CAA rules which apply to § 26.50).
26.50-62 Control of traffic on and in vicinity of landing area (CAA rules which apply to § 26.50).
26.50-63 Visual signal procedures (CAA rules which apply to § 26.50).
26.50-64 Radiotelephone procedure and technique (CAA rules which apply to § 26.50).
26.50-65 Standard traffic clearances and phraseologies (CAA rules which apply to § 26.50).
26.50-66 Local traffic information (CAA rules which apply to § 26.50).
26.50-67 Information on field conditions (CAA rules, which apply to § 26.50).
26.50-68 Preventive control (CAA rules which apply to § 26.50).
26.50-69 Authorizing VFR operations in a control zone clear of clouds and/or when the ceiling or visibility is below basic VFR minimums (CAA rules which apply to § 26.50).
26.50-70 Operating instructions for Airport Traffic Control towers (CAA rules which apply to § 26.50).

APPROACH CONTROL—FAN MARKER APPROACH PROCEDURES

- 26.50-81 General (CAA rules which apply to § 26.50).
26.50-82 Communications procedures (CAA rules which apply to § 26.50).
26.50-83 Control procedures (CAA rules which apply to § 26.50).
26.50-84 Examples of phraseologies (CAA rules which apply to § 26.50).

PROCEDURES FOR ALERTING SEARCH AND RESCUE FACILITIES

- Sec.
26.50-101 Introduction (CAA rules which apply to § 26.50).
26.50-102 Safety center (CAA rules which apply to § 26.50).
26.50-103 Alerting of organized search and rescue service (CAA rules which apply to § 26.50).
26.50-104 Alerting procedures (CAA rules which apply to § 26.50).

AUTHORITY: §§ 26.50-1 to 26.50-104 issued under secs. 205, 601, 52 Stat. 984, 1007; Pub. Law 872, 80th Cong.; 49 U. S. C. 425, 551; Reorg. Plan IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2421.

GENERAL

§ 26.50-1 *Definitions* (CAA rules which apply to § 26.50). The following definitions apply to §§ 26.50-2 through 26.50-104:

(a) Agency: The United States Air Force (AF), the United States Navy, the United States Coast Guard, or the Civil Aeronautics Administration.

(b) Airport: A defined area on land or water, including any buildings and installations, normally used for the take-off and landing of aircraft.

(c) Airport traffic: Aircraft operating on and in the vicinity of an airport and other traffic operating on the movement area.

(d) Air route traffic control area (see Control area).

(e) Air route traffic control center: A facility established by competent authority to provide adequate supervision of air traffic within a specified control area.

(f) Air traffic: Aircraft in operation anywhere in the airspace and on that area of an airport normally used for the movement of aircraft.

(g) Air traffic clearance: Authorization by air traffic control, for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within a control zone or control area.

(h) Air traffic control: A service established by competent authority to promote the safe, orderly, and expeditious flow of air traffic.

(i) Air traffic controller: A person responsible for providing air traffic control service.

(j) Airway: A path through the navigable airspace designated by the Administrator, suitable for interstate, overseas, or foreign air commerce.

(k) Alternate airport: An airport specified in the flight plan to which a flight may proceed when a landing at the point of first intended landing becomes inadvisable.

(l) Approach control: A service established to control IFR flights arriving at, departing from, and operating in the vicinity of airports by means of direct and instantaneous communication between approach control personnel and all aircraft operating under their control.

(m) Approach sequence: Two or more aircraft awaiting an approach clearance.

(n) Arrival: An arriving aircraft.

(o) ATC: Air Traffic Control.

(p) CAA: Civil Aeronautics Administration.

(q) Center: An air route traffic control center.

(r) Clearance: An air traffic clearance.

(s) Clearance limit: The point to which an aircraft is cleared.

(t) Competent authority: A representative authorized to act for an agency.

(u) Control area: An airspace of defined dimensions, designated by the Administrator, extending upwards from an altitude of 700 feet above the surface, within which air traffic control is exercised.

(v) Control tower: A facility to provide for supervision of airport air traffic.

(w) Control zone: An airspace of defined dimensions, designated by the Administrator, extending upwards from the surface, to include one or more airports, and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

(x) Cruising altitude: A constant altimeter indication, in relation to sea level, maintained during a flight or portion thereof.

(y) Departure: A departing aircraft.

(z) Expected approach time: The time at which it is expected that an arrival will be cleared to commence its approach procedure preparatory to landing.

(aa) Flight plan: Specified information filed either verbally or in writing with Air Traffic Control, relative to the intended flight of an aircraft.

(bb) Holding point: A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with Air Traffic Control instructions.

(cc) ICAO: International Civil Aviation Organization.

(dd) IFR: The symbol used to designate instrument flight rules.

(ee) IFR conditions: Weather conditions below the minimum prescribed for flights under VFR.

(ff) Movement area: The part of an airport reserved for the taking off, landing, and maneuvering of aircraft.

(gg) Reporting point: A geographical location in relation to which the position of aircraft is reported.

(hh) Rescue coordination center: A center which initiates, coordinates, and terminates search and rescue within an assigned area.

(ii) Rescue control center: A unit subordinate to a safety center established to direct search and rescue activities.

(jj) Safety center: A coordinated activity consisting of an air route traffic control center and a rescue coordination center.

(kk) Separation: A specified longitudinal, vertical, or lateral separation between two or more aircraft in flight.

(ll) Separation standards: The minimum longitudinal, vertical, or lateral separation provided IFR traffic.

(mm) State: Any nation of the world (International usage).

(nn) Take-off clearance: Authorization by an airport traffic control tower for an aircraft to take off.

(oo) Tower: An airport traffic control tower.

(pp) VFR: The symbol used to designate visual flight rules.

(qq) VFR conditions: Weather conditions equal to or above the minimum prescribed for flights under VFR.

(rr) VFR traffic: Aircraft operating solely in accordance with VFR.

§ 26.50-2 *Scope (CAA rules which apply to § 26.50)*. (a) Air Traffic Control procedures contained in §§ 26.50-1 through 26.50-104 shall be uniformly applied in all air route traffic control centers and airport traffic control towers operated by the United States Air Force, United States Navy, and Civil Aeronautics Administration, and by other civil air traffic control agencies.¹

(b) Where military necessity requires a reduction in separation standards, specific request for such deviation must be obtained in writing from the competent authority. These lower standards will apply only between aircraft directly under the jurisdiction of the competent authority making such request, and shall be fully covered by operations letters issued by the center or tower concerned.

(c) Control of instrument flight rule air traffic is based on the provisions of Part 60 of this chapter. The issuance of traffic clearances by centers and towers constitutes authority for the pilot to proceed only insofar as known air traffic is concerned.

(d) The basic plan for the control of air traffic involves the establishment of air route traffic control centers at strategic locations. To expedite the movement of aircraft arriving and departing at certain airports served by airport traffic control towers established by competent authority, the control of IFR traffic as well as VFR traffic is delegated to tower personnel.

(e) Where a military agency has jurisdiction over a control area, supervision of the center or tower(s) will be determined by agreement among all agencies concerned.

(f) Under certain conditions it may not be desirable to establish a control area due to limited air traffic or absence of adequate navigational facilities. In this event, a suitable control zone may be established wherein the control of traffic will be the responsibility of a tower.

§ 26.50-3 *Application of control procedures (CAA rules which apply to § 26.50)*. (a) The control of instrument flight rule air traffic shall be applied in all control areas and control zones. Control areas and control zones will be designated by the appropriate authority.

(b) For the proper coordination and control of air traffic, it will be necessary under certain conditions to establish control areas over international waters as well as territories of other states, and to place such areas under the jurisdiction of United States air route traffic control centers. The boundaries of control areas and control zones outside the continental limits of the United States will normally be designated by the appropriate authorities by mutual agreement between the states concerned under the auspices of ICAO.

¹ This includes all air traffic control tower operators certificated by the Civil Aeronautics Administration.

§ 26.50-4 *Air traffic control service (CAA rules which apply to § 26.50)*—(a) *Objective*. The primary objective of the air traffic control service shall be to promote the safe, orderly, and expeditious movement of air traffic. This shall include:

(1) Preventing collisions between aircraft and between aircraft and obstructions on the movement area.

(2) Expediting and maintaining an orderly flow of air traffic.

(3) Assisting the person in command of an aircraft by providing such advice and information as may be useful for the safe and efficient conduct of a flight.

(4) Notifying appropriate organizations regarding aircraft known to be or believed to be in need of search and rescue aid, and assisting such organizations as required.

§ 26.50-5 *Types of service (CAA rules which apply to § 26.50)*—(a) *Area traffic control*. Area traffic control is administered from an air traffic control center and provides air traffic control service for air traffic operating within a specified control area.

(b) *Airport traffic control*. Airport traffic control is established to provide adequate supervision of all traffic on the movement area and aircraft flying in visual reference to the ground in the immediate vicinity of an airport.

(1) Airport traffic control may operate either within the boundaries of a control area or at locations not supervised by a center.

(c) *Approach control*. Approach control is a service established to provide separation of air traffic arriving at, departing from, or operating in the vicinity of an airport by means of direct and instantaneous communication between approach control personnel and all aircraft under their control.

(1) Approach control personnel are governed by clearances received from the center with regard to coordination of control.

(d) *Flight assistance service*. Flight assistance service is provided to assist persons in command of aircraft by supplying information concerning known flight conditions, and to initiate search and rescue action for aircraft overdue at point of intended landing. (See Civil Aeronautics Administration and Weather Bureau Manual, "Standard Procedures for Flight Assistance Service.")

§ 26.50-6 *Allocation of responsibility (CAA rules which apply to § 26.50)*—(a) *Towers and centers*. (1) Visual flight rules: The only separation of air traffic not operating on an IFR flight plan in weather conditions equal to or better than the VFR minimums shall be that effected by a tower.

(2) Authorizing VFR operations in the control zone below VFR conditions where no tower is located: Authorization, by air route traffic control centers, of VFR operations below VFR conditions in control zones shall be in accordance with the following:

(i) When IFR traffic conditions permit, an airport operator (or his representative) may be authorized to permit local VFR operations, such as landings

and take-offs, when the weather is below the VFR condition specified in Part 60 of this chapter. The following phraseology shall be used in this connection:

"Local VFR operations in the immediate vicinity of (name of) airport are authorized until (time)." (Any special instructions, such as the maximum altitude which may be used, should be added.)

(a) The airport operator is responsible for the establishment of adequate traffic patterns for such operation.

(ii) Requests for approval of departure from or entry into a control zone shall be handled individually. In each case, standard separation (§ 26.50-21) shall be effected between such operations and all IFR traffic, as well as other operations of the same nature.

"ATC clears (aircraft identification) out of/to enter control zone (number of) miles (direction) of (airport); cruise not above (altitude) while in control zone."

(iii) Standard separation (§ 26.50-21) shall be provided between all VFR operations operating in less than VFR conditions and all IFR flights operating on a traffic clearance.

(3) Instrument flight rules: The control of IFR traffic shall be effected by centers and those towers controlling IFR traffic (approach control) as follows:

(i) The center shall clear aircraft to the holding point, including holding information and expected approach time in such clearances. The holding point shall normally be a reporting point on the approach course from which an approach to the airport will be started. Approach control shall assume control of the aircraft upon arrival of the aircraft over the holding point, provided aircraft have been released to approach control.

(ii) The center shall provide separation between all aircraft operating within a control area except that:

(a) Approach control shall maintain separation between those aircraft released to approach control upon arrival of such aircraft over the holding point and during approach to the airport.

(b) Approach control shall provide separation between departing aircraft and aircraft on an approach from the holding point.

(4) The control of more than one approach sequence may be effected by approach control provided the division of control between the center and approach control is defined in operations letters approved by competent authority and is basically consistent with the above procedures.

(5) If it is considered essential, due to the position of holding points or for other reasons, to define an area wherein the control of traffic will be effected by approach control, the boundaries of such area and the division of control between the center and approach control shall be contained in operations letters approved by competent authority.

PROCEDURES FOR THE CONTROL OF INSTRUMENT FLIGHT RULE TRAFFIC

§ 26.50-21 *Separation standards (CAA rules which apply to § 26.50)*—(a) *General.* Longitudinal, vertical, or lateral separation shall be provided all air-

craft operating on IFR traffic clearances (unless the cruising altitude "at least 500 on top" has been authorized), except that a VFR restriction may be applied to climb or descent and shall be applied when longitudinal, vertical, or lateral separation is not provided during climb or descent. These standards need not be applied in a control zone if:

(1) In the opinion of the airport traffic controllers adequate separation can be provided by the tower when each aircraft is continuously visible to the tower controller; or

(2) Each aircraft is continuously visible to pilots of other aircraft concerned and the pilots thereof can maintain their own separation and so advise.

§ 26.50-22 *Longitudinal separation (CAA rules which apply to § 26.50)*—(a) *Longitudinal separation.* The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time, so that after one aircraft passes over a specified position the next succeeding aircraft at the same altitude will not arrive over the same position within less than the minimum number of minutes.

(b) *Minimums.*

(1) Aircraft flying on the same or converging courses:

(i) Ten minutes if radio facilities permit frequent determination of position and speed; otherwise 15 minutes.

(ii) Five minutes if a preceding aircraft has filed an air speed at least 25 miles greater than that of a succeeding aircraft.

(2) Aircraft flying on crossing courses:

(i) Ten minutes if radio facilities permit frequent determination of position and speed; otherwise 15 minutes.

(c) *Altitude change; same-direction traffic.* When lateral separation is not provided and an aircraft will pass through the altitude of another aircraft, the following longitudinal separation shall be provided:

(1) Five minutes at the time altitude levels are crossed, and provided that such separation is authorized only when:

(i) The vertical separation at the time of commencement of change is 2,000 feet or less; and

(ii) A leading aircraft is being cleared for descent through the altitude of a following aircraft, or a following aircraft is being cleared for climb through the altitude of a leading aircraft; and

(iii) The altitude change is commenced within 10 minutes after the time the second aircraft has reported over a reporting point.

(d) *Altitude change; opposite-direction traffic.* (1) Where lateral separation is provided, longitudinal separation is not required when an aircraft is to pass through the altitude level of another aircraft.

(i) Essential traffic information shall be issued.

(ii) The aircraft changing altitude level shall be cleared to climb/descend well to the right of the course.

(2) Where lateral separation is not provided, vertical separation shall be provided for at least 10 minutes prior to and after the time the aircraft are esti-

mated to pass, or are estimated to have passed.

(i) If reports are received that aircraft have passed each other, this minimum need not apply.

(3) Where opposite-direction traffic is regularly provided vertical separation because of inadequate radio navigation facilities or other reasons, the required procedures shall be contained in operations letters approved by competent authority.

(e) *Application.* Longitudinal separation shall be established by requiring aircraft to depart at a specified time, to lose time to arrive over a geographical location at a specified time, or to hold at a geographical location until a specified time. As an alternative procedure, or in emergencies, aircraft may be required to reverse course.

(1) Pilots in direct radio communication with each other and operating with the aid of navigation facilities which provide frequent determinations of position and speed may, with their concurrence, be requested to maintain minimum longitudinal separation between their aircraft.

§ 26.50-23 *Vertical separation (CAA rules which apply to § 26.50)*—(a) *Vertical separation.* The vertical spacing of aircraft.

(b) *Minimum.* 1,000 feet, except as provided for all operators on long transoceanic routes where a reduction in altitude separation is necessary due to the relatively few cruising altitude levels available which permit proper fuel economy below altitudes which require continuous use of oxygen equipment.

(1) No separation is required for en route traffic operating "at least 500 feet on top" if frequent pilot reports indicate a generally unlimited ceiling on top and a flight visibility of at least 3 miles. During the hours of daylight, holding aircraft operating under these conditions will require no separation.

§ 26.50-24 *Lateral separation (CAA rules which apply to § 26.50)*—(a) *Lateral separation.* The lateral spacing of aircraft at the same altitude by requiring operation on different routes or in different geographical locations as determined by visual observation or by use of radio navigational facilities.

(b) *Minimums.* All of these types of separation must be constant or increasing:

(1) *Right-side separation.* Opposite-direction traffic flying on opposite sides of a well-defined track which can be accurately determined by radio.

(2) *Quadrant or sector separation.* Flight in different quadrants or sectors of the same radio navigation facility.

(3) *Geographical separation.* Separation positively indicated by position reports over different geographical locations as determined visually or by reference to a radio facility.

(4) *Course separation.* Where courses diverge more than 45°.

(5) *Track separation.* Where aircraft are assigned different specified tracks which can be accurately determined by radio.

(c) *Right-side separation.* Aircraft shall be considered as occupying all space from the on-course signal to the right

edge of the airway. (Part 60 of this chapter requires only that a pilot remain to the right of the center line of an airway.)

(1) Where radio navigation facilities are not adequate for right-side separation, opposite-direction traffic shall be separated vertically. Right-side separation shall apply to aircraft on such courses when it has been definitely determined that the aircraft are, and will remain, on opposite sides of the same course of a specified radio facility during such time as lateral separation is required. Right-side separation should not be used in the immediate vicinity of a radio range station due to the narrowness of course signals.

(2) In emergencies, same- or opposite-direction traffic may be separated by requiring flight on opposite sides of, and well off, a well-defined track which can be accurately determined by radio.

§ 26.50-25 Altitude assignment (CAA rules which apply to § 26.50)—(a) *Priority*. An aircraft at an altitude shall normally have priority over other aircraft desiring that altitude. When two or more aircraft are at the same altitude, the preceding aircraft shall normally have priority.

(b) *Minimum altitudes*. A controller shall not assign or authorize en route altitudes below the established minimum IFR altitude for an on-airway route to be flown within his control area and for entering the control area of an adjacent center. A controller shall not assign or authorize en route altitudes below the established minimum IFR altitude for a direct route (off-airway). The minimum IFR altitudes established by the Administrator shall be used. If a minimum IFR altitude for a direct route has not been established, a controller shall not assign or authorize an altitude below the minimum IFR altitude established for that portion of the route which lies within his control area or that portion of an adjacent center's control area which the flight will first enter or cross.

(c) *Application*. When an aircraft reports vacating an altitude, the vacated level may be assigned to another aircraft, except that, if severe turbulence is known to exist, the first aircraft must have reported at another level before such assignment is made.

(1) Pilots in direct communication with each other may, with their concurrence, be requested to maintain a specified vertical separation between their aircraft during descent or climb.

(d) *Cruising altitudes*. Insofar as practicable, cruising altitudes of aircraft flying to the same destination shall be assigned in a manner that will be correct for an approach sequence at destination.

(e) *On-top altitude*. "At least 500 feet on top" may be assigned for flight above a cloud, haze, smoke, or other formation if the flight visibility is at least 3 miles, provided the ceiling is generally unlimited above the formation. A known definite top must exist and the aircraft shall be advised of its reported height when this clearance is issued. Caution shall be exercised in assigning on-top altitudes to long range

flights operating over areas where the height of the formation is not known.

(f) *Altitude changes*. When necessary, an aircraft may be requested to change altitude at a specified time or place.

§ 26.50-26 Holding aircraft (CAA rules which apply to § 26.50)—(a) *Holding aircraft*. Aircraft shall be held at a designated holding point to provide minimum separation between aircraft which are awaiting their turn to land and/or to provide longitudinal separation from other aircraft. When aircraft are held at a point en route and no expected approach clearance time is issued the holding clearance shall contain a time limit, using the phrase "Expect further clearance at (time)."

(b) *Weather below landing minimums*. When the weather is below the landing minimums of an aircraft in approach sequence, the following action may be taken:

(1) An approach clearance shall be issued to the number one aircraft in the holding sequence. If the pilot then advises he desires to hold and await improvement in the weather, such action will be approved unless the reported weather is above the minimums for other aircraft in the approach sequence.

(2) In the latter case, the approach clearance shall be canceled and the number one aircraft shall be removed from its position in the holding sequence. The aircraft shall be cleared to an adjacent fix for further holding awaiting weather change or redispersing, or given appropriate climbing clearance to place it at the top of the approach sequence, in order that the other holding aircraft may be permitted to land. The aircraft operator (if any) shall be advised of the action taken immediately after the clearance is issued, if practicable.

(3) Approach controllers shall, before taking the action outlined in subparagraph (2) of this paragraph, coordinate the rerouting of the flight with the center in order to avoid conflict with traffic under center control.

(c) *Nondirectional radio stations, compass locators, and fan type marker stations* shall be utilized as holding points only if the facility is associated with a course of a radio range station or ILS localizer by means of which the holding pattern may be accurately established, unless the aircraft is equipped with a radio compass or other equipment which may be utilized to definitely establish the desired holding pattern.

(1) *Nondirectional radio stations, compass locators, fan type marker stations, and any other type of facility* which is not constantly monitored shall not be utilized for control purposes if failure of the pilot definitely to identify the facility would result in inadequate separation or endanger the safety of aircraft.

(d) *Long-range flights*. Caution must be exercised when issuing holding clearances to long-range flights. Consideration should be given to the aircraft's fuel reserve and to the fact that pilots of such flights are subject to a greater degree of fatigue than pilots of short-range

flights, and it may not be advisable, therefore, to require long-range flights to hold for an extended period.

(e) *Standard holding flight path*. The standard holding flight path of an aircraft is to follow the specified course in-bound to the holding fix, make a 180-degree standard rate (3° per second) turn to the right, fly a parallel straight course out-bound from the holding fix for 2 minutes, make another 180° standard rate turn to the right, and again follow the specified course in-bound.

(1) *Deviation*. A pilot's request to deviate from the standard holding flight path may be approved if known traffic conditions permit.

(f) *Vertical separation from other traffic*. When aircraft are being held in flight, the appropriate vertical separation minimums shall be provided between holding aircraft and en route aircraft while such en route aircraft are within 5 minutes' flying time of the holding aircraft's flight path.

§ 26.50-27 Control procedures (CAA rules which apply to § 26.50)—(a) *General*. If a position report is not received within a reasonable length of time after the estimated time over a reporting point, subsequent control shall not be based on the assumption that the estimated time is accurate. Action shall be taken to obtain the report no later than 5 minutes after the estimated time over the reporting point, when the report has any bearing on the control of aircraft.

(b) *Flight conditions*. Pilots may be requested to forward specific information on flight conditions which might be useful to Air Traffic Control.

(c) *Weather report*. Where necessary, specific flights may be requested to forward a complete weather report with each scheduled position report.

(d) *Alternate procedures*. When an IFR traffic clearance authorizes VFR operation during climb or descent, alternate clearance shall be issued if there is a possibility that VFR flight may become impracticable.

(e) *Center coordination*. Centers shall forward appropriate flight plan data and control information pertinent to all instrument flights from center to center as the flight progresses except that flight plans on flights specifying VFR for the first portion of the route and IFR for a latter portion, beginning in another control area, shall be forwarded by the flight plan station direct to the center in whose area IFR flight will be commenced, via Service "B" (air-carrier communications channels, in the case of scheduled air-carrier aircraft).

(1) The appropriate flight plan data and control information shall normally be transmitted via Service "F" and in sufficient time to permit reception of the data by the adjacent center not later than 30 minutes prior to the time the flight is estimated to enter the adjacent center's area. If, in the opinion of the controller on duty, Service "F" facilities are inadequate, the data shall be transmitted in the form of a control message via Service "B". The control message shall be transmitted by the originating center to the associated communication station via Service "F". The communi-

cation station associated with the center to whom the control message is addressed will forward the message to the appropriate center sector via Service "F".

(2) The following data shall be forwarded from center to center as an IFR flight progresses:

(i) Flight identification and type of aircraft.

(ii) Estimate and altitude over the last fix within the control area and the altitude of entry into the adjacent center's area if different from the altitude over the last fix.

(iii) Actual ground speed, if determined; or, estimated ground speed (the estimated ground speed used in calculating the estimate over the last fix).

(iv) Point of departure; the remaining portion of the route of flight, as specified in the original or amended clearance, and the point of first intended landing.

(v) The estimated time of arrival as specified in the flight plan (time of departure plus elapsed time) based on the time zone of the departure point.

(a) The information contained in this subdivision (v) shall not be forwarded on scheduled air-carrier or military aircraft. If required, the center controlling the point of destination may secure the estimated time of arrival from the air-carrier operator, the appropriate flight service center, or the flight plan station serving the point of departure. Information concerning any other information specified in the flight plan may be similarly obtained.

(vi) Clearance information:

(a) Clearance limit, if other than the airport of destination.

(b) Special information, if issued.

(vii) Altitude(s) requested by the pilot (as specified in the flight plan or subsequently requested en route).

(a) The information contained in this subdivision (vii) need not be transmitted if agreements between adjacent centers permit deletion of this information. If information concerning the altitudes requested by the pilot is deleted by agreement between any two centers along the route of flight, centers controlling subsequent portions of the route shall not request the information.

(3) When 5-minute longitudinal separation in accordance with § 26.50-22 (b) (1) (ii) is utilized and less than the minimum longitudinal separation for the route will exist at the time the aircraft enter the area adjacent to the area of departure, the adjacent center shall be advised of the separation being used.

(4) Whenever it is necessary to issue clearances requiring a change in the operation of an aircraft within another center's control area, before such aircraft enters the control area of the center issuing the clearances such instruction shall be routed through the center concerned for approval and transmission to the aircraft.

§ 26.50-28 *Control of long-range flights (CAA rules which apply to § 26.50)*—(a) *General.* Commensurate with the orderly flow of long-range traffic, every effort should be made to permit departing aircraft to proceed on course with as few turns or other maneuvers as

possible. Heavy take-off loads make the early portion of flight very critical, and this factor should be considered in the control of departing aircraft. When it is determined beforehand that it will be necessary to delay the departure of a flight, the operator thereof will be notified as soon as possible to avoid the necessity of holding aircraft on the airport with the engines running for extended periods of time.

(b) *Position reporting.* Within the limits of the available communications facilities, the minimum number of position reports necessary for adequate control should be required. Due to extreme unreliability, dead reckoning position reports are unsuitable for normal air traffic control purposes. Control should be based only on celestial, radio, radar, or Loran fixes or on a fix obtained by a combination of two or more of these methods. Any limitation imposed by delays inherent in the available communications system must be considered in the issuance of clearances. Control shall be based on the assumption that a subsequent position report will be promptly received.

§ 26.50-29 *Departures and arrivals (CAA rules which apply to § 26.50)*. The following restrictions are in addition to separation minimums specified in §§ 26.50-22, 26.50-23, and 26.50-24:

(a) *General.* When control is based thereon, the clearance shall specify direction of take-off and turn after take-off, track to be made good before proceeding on desired course, altitude to maintain before continuing climb to assigned altitude, time or point at which altitude change shall be made, and any other necessary maneuver.

(b) *Minimum time separation; take-off.* (1) Five-minute separation at the time altitude levels are crossed if a departure will be flown through the altitude level of a preceding departure and both departures propose to follow the same course. Action must be taken to insure that the 5-minute separation will be maintained or increased when altitude levels are crossed.

(2) Three-minute separation at the time courses diverge if aircraft propose to fly the same course immediately after take-off and then follow different courses, provided aircraft will follow diverging courses within 5 minutes after take-off. Action must be taken to insure that the 3-minute separation will be maintained or increased during the period the aircraft are following the same course.

(3) One-minute separation if aircraft propose to fly different courses and lateral separation is provided immediately after take-off. This minimum may be reduced when aircraft are using parallel runways provided operations letters covering the procedure have been approved by competent authority.

(c) *Direction of take-offs.* Departures may be expedited by suggesting a take-off direction when the wind velocity does not exceed 10 miles per hour. It is the pilot's responsibility to decide between making such take-off or waiting for normal take-off in a preferred direction.

(d) *VFR departure.* Departures may be cleared to maintain VFR until a specified time or to a specified location if reports indicate that aircraft can continue with 3 miles' visibility and can remain 500 feet vertically and 2,000 feet horizontally from all clouds.²

(e) *Special reports.* Arrivals may be requested to report when leaving or passing a reporting point, starting procedure turn on final approach, or other information required by the controller to expedite departures.

(f) *Take-off limitations.* When take-off clearance is based on the position of an arrival the following shall apply:

(1) If the arrival will make a complete instrument approach (initial and final approach) a departure—

(i) May take off in any direction until arrival has started procedure turn on final approach;

(ii) May take off in a direction which is different by at least 45° from the reciprocal of the direction of approach after arrival has started procedure turn leading to final approach, provided that the take-off will be made at least 3 minutes before the arrival is estimated over the airport.

(2) If the arrival will make a straight-in approach (final approach only) a departure—

(i) May take off in any direction until 5 minutes before the arrival is estimated over the airport;

(ii) May take off in a direction which is different by at least 45° from the reciprocal of the direction of approach of the arrival until 3 minutes before the arrival is estimated over the airport.

(3) The above take-off limitations need not apply when, at the discretion of an approach controller, take-off is authorized under the following conditions:

(i) When the arrival is sighted by the controller;

(ii) When the arrival, making a ground contact approach, reports over a visual reporting point not less than 2 minutes from the airport, and reasonable assurance exists that the approach can be continued by visual reference to the ground; or

(iii) When the arrival, in radar contact and positively identified, is observed to be not less than 3 miles from the airport.

(g) *Approach clearance.* Except at locations where approach control is in operation, succeeding aircraft shall not be authorized to commence final descent for a landing until the first aircraft is in communication with and is sighted by tower personnel and reasonable assurance exists that normal landing can be accomplished.

§ 26.50-30 *Expected approach time (CAA rules which apply to § 26.50)*—(a) *Expected approach time.* The time at which it is expected that an arrival will be cleared to commence its approach procedure preparatory to landing.

(b) *Issuance to aircraft.* Expected approach time shall be issued and cur-

² Caution should be exercised when using this procedure whenever a ceiling exists in that it may require the pilot to violate terrain clearance regulations in order to maintain 500 feet vertical separation from clouds.

rently revised. Approach control shall issue revised expected approach time to aircraft under their jurisdiction.

(1) If the aircraft is within the control area of intended landing when determination of delay is made, the expected approach time shall be issued as soon as practicable. If aircraft approaching the area are expected to be delayed 1 hour or more, the expected approach time shall be issued immediately through the adjacent center.

(c) *Excessive delays.* ATC should advise aircraft operators and Military Flight Service when excessive delays to arrivals and departures are anticipated. If departures are delayed to avoid excessive holding at destination, ATC shall normally clear such flights in the order in which the flight plans are filed.

§ 26.50-31 *Approach sequence (CAA rules which apply to § 26.50)*—(a) *Approach sequence.* An approach sequence is established as follows:

(b) *Priority.* The first aircraft estimated to arrive over the point from which approaches are commenced will normally be the first aircraft to approach. Other aircraft will normally have priority in the order of their estimated arrivals over such point.

(c) *Altitude assignment.* Altitudes at holding points shall be assigned in a manner that will facilitate clearing each aircraft to approach in its proper priority. Normally the first aircraft to arrive over a holding point should be at the lowest altitude, with following aircraft at successively higher altitudes.

§ 26.50-32 *Approaches (CAA rules which apply to § 26.50)*—(a) *Approaches.* Specific approaches may be required to expedite traffic.

(b) *Instrument approach.* The initial approach altitude, the point (in minutes or miles from the appropriate reporting point) at which procedure turn will be started, the procedure turn altitude, and the final approach course shall be specified. The missed-approach procedure shall be specified when deemed necessary.

(1) The provisions of this paragraph need not be applied where a standard instrument approach procedure is established and pilots are known to be familiar with the procedure, including the missed-approach procedure as specified in an air-carrier company manual or an official tabulation of instrument approach procedures.

(2) When the reported ceiling is below the initial approach altitude authorized over the radio navigation facility at point of intended let-down, the reported ceiling, visibility, and altimeter setting shall be transmitted in the approach clearance to other than air-carrier aircraft. The center shall effect transmission by requesting the communications station to "give current weather." At locations provided with approach control, this information shall be transmitted by the tower to all aircraft, including air carrier, on the initial transmission to such aircraft. Subsequent changes shall be forwarded to the aircraft as they become available.

(3) If visual reference to the ground is established before completion of the

approach procedure, it is expected that the entire procedure will nevertheless be executed unless the pilot requests and is granted clearance to proceed directly to the airport.

(c) *Contact approach.* An aircraft may be authorized to execute a contact approach if requested by the pilot. Standard separation shall be effected between aircraft so cleared and between such aircraft and other arriving or departing aircraft.

(d) *No specified approach.* Traffic permitting, a specified approach shall not be required.

§ 26.50-33 *Coordination between centers and towers (CAA rules which apply to § 26.50)*—(a) *General.* Coordination between centers and towers will be effected as follows:

(b) *Authority.* Towers will observe such instructions as are issued by the appropriate center.

(c) *Towers providing approach control service.* A tower may issue clearances to any aircraft released to tower control without reference to the center, except that when an approach has been missed the center will be advised immediately and subsequent action coordinated between the center and tower.

(1) *Clearing departures.* The center clearance shall include crossing altitudes at adjacent reporting points, cruising altitudes, and any other requirements pertinent to the flight. Time of take-off shall be specified by the center only if necessary to coordinate the departure with traffic not released to tower control. If time of take-off is not specified the tower shall determine the take-off time when necessary to coordinate the departure with traffic released to tower control. A clearance void time shall be specified by the center if a delayed departure would result in conflict with traffic not released to tower control. A clearance void time determined by the tower shall not be later than that issued by the center.

(2) *Clearing arrivals.* The center will clear aircraft to the holding point, including holding information and expected approach time in such clearance. If the approach sequence is such that succeeding arrivals would be required to hold at high altitudes, such arrivals should be cleared to other points until lower altitude levels are vacated in the approach sequence.

(i) After coordination with the tower, a center may clear the first arrival to the tower rather than to a holding point.

(ii) After coordination with the tower, a center may clear arrivals to the tower to hold at visual holding points until further advised by the tower.

(3) *Aircraft movement data; approach control towers.* Approach control shall keep centers promptly advised of pertinent data on IFR traffic such as—

(i) Highest altitude in use by approach control at the holding point.

(ii) Average time interval between successive approaches as determined by the tower.

(iii) Revision of the expected approach time issued by the center when the tower calculation indicates a variation of 10 minutes or more.

(iv) Arrival times over holding point (when required).

(v) Departure times of departing aircraft.

(vi) Available information relating to overdue or unreported aircraft.

(4) *Aircraft movement data; centers.* Centers shall keep approach control promptly advised of pertinent data on IFR traffic such as—

(i) Identification, type, and point of departure of arriving aircraft.

(ii) Estimated time and proposed altitude of arriving aircraft over holding point or actual time if aircraft is released to approach control after arrival over the holding point.

(iii) Expected approach time issued.

(iv) Statement that aircraft has been cleared to the tower, or that approach control shall assume control.

The information in (i), (ii), and (iii) of this subparagraph shall be transmitted as follows:

"(Identification), (type) from (point of departure) cleared to the tower" (see subparagraph (2), (i) and (ii) of this paragraph), or "(Identification), (type) from (point of departure) estimated (holding point), (time), (altitude), expected approach clearance (time), Tower control."

(v) Anticipated delay to departing IFR traffic due to airway congestion.

(vi) Identification and destination of proposed IFR departures.

(5) A tower may authorize flight in a control zone in weather conditions lower than the VFR minimums after coordination with the center.

(6) *Traffic information.* When necessary to issue detailed traffic information to departures, a center may request a tower to forward such information, in standard phraseologies, by reference to flight data possessed by the tower.

(7) Any additional procedures necessary for proper coordination of approach control at individual airports shall be contained in operations letters approved by competent authority.

(d) *Towers not providing approach control service.* The tower may authorize VFR flight in a control zone in weather conditions lower than the VFR minimums after coordination with the center.

(1) *Division of control.* The center shall retain control of arriving aircraft until such aircraft have been cleared to the tower and are in communication with the tower. Not more than one arrival shall be cleared to the tower during IFR conditions.

(2) After coordination with the tower, a center may clear arrivals to visual holding points to hold until further advised by the tower.

(3) *Aircraft movement data; Towers.* Towers shall keep centers promptly advised of pertinent data on IFR traffic such as—

(i) Arrival and departure times.

(ii) Available information relating to overdue or unreported aircraft.

(4) *Aircraft movement data; Centers.* Centers shall keep towers promptly advised of pertinent data on IFR traffic such as—

(i) Identification, estimated time of arrival and proposed altitude of arrivals

over holding point or airport at least 15 minutes prior to estimated arrival.

(ii) Clearance of arrivals to the tower.

(iii) Anticipated delay to departing IFR traffic due to airway congestion.

(iv) Identification and destination of proposed IFR departures.

§ 26.50-34 *Clearances (CAA rules which apply to § 26.50)*—(a) *General.* Clearances are based solely on expediting and separating air traffic and do not constitute authority to violate the regulations in this chapter. Clearances authorize flight within control zones and control areas only; no responsibility for separation of aircraft outside of these areas is accepted.

(b) *Application.* Clearances shall be issued prior to IFR flight within a control area.

(c) *Broadcast.* A clearance shall not be "broadcast" unless a center or tower so directs. A relay of a clearance over any communications channel which could be intercepted by the pilot is considered a "blind broadcast."

(d) *Clearance limits.* The center shall normally clear an aircraft from the point of departure to the airport of first intended landing.

(e) *Assignment of altitudes.* (1) A center shall normally authorize only one altitude beyond its control area, i. e., that altitude at which the aircraft will enter the adjacent area. Phraseology shall normally be in accordance with § 26.50-35 (e) (1). For example, a flight from Chicago to LaGuardia would be cleared by the Chicago center to the LaGuardia Airport to maintain the altitude at which the aircraft will enter the Cleveland area. Any additional altitudes desired by the pilot will be requested by him en route. In this connection, pilots will be advised "Request further altitude change en route."

(2) The phraseology contained in § 26.50-35 (e) (7) shall be used in clearances to aircraft operating on direct routes which cross civil airways. If more than one altitude is specified, the phraseology in § 26.50-35 (c) (4) shall be used with the phrase "At (altitude)".

(3) When a flight has been cleared into a center's control area at an altitude which is below the established minimums for a subsequent portion of the route, action should be initiated by that center to issue a revised clearance to the aircraft even though the pilot has not requested the necessary altitude change.

(4) The center responsible for control at the point of first intended landing shall clear the aircraft to the tower or issue other appropriate clearance as required. If a control tower is not in operation, the center shall clear the aircraft to the airport, even though it is a repetition of the initial clearance limit.

(5) The airport of intended landing shall still be the clearance limit even though such airport is outside of a control area. If it is necessary for the center controlling the last control area through which the aircraft passes to issue a clearance, such clearance shall include clearance out of the control area. If an amending clearance is not required,

it will not be necessary to clear the aircraft out of the control area.

(f) *Clearance procedures.* (1) Pilots filing flight plans specifying VFR within the control area of origin and IFR for a later portion shall not be cleared by the center of origin but shall be advised to contact the appropriate communication facility for clearance. Pilots specifying an instrument altitude for the first portion of a flight and VFR for a later portion shall normally be cleared to the fix at which the instrument portion of the flight terminates, to maintain cruising altitude. Phraseology shall be in accordance with § 26.50-35 (e) (1).

(2) Whenever possible, a combined clearance should be issued by the center adjacent to the area within which landing will be made. If weather and/or traffic conditions require, the center controlling the point of intended landing may request an adjacent center to clear aircraft to a specific point during a specified period. Such clearances shall normally be issued to an aircraft only when within the control area adjacent to the area within which landing is to be made.

(3) Aircraft operating on an established schedule may be cleared through intermediate stops within a control area; however, if the proposed route of flight is through more than one control area, scheduled aircraft may be cleared through intermediate stops within other control areas only after coordination between the centers concerned.

(4) If aircraft are cleared to a point in another control area which is other than the airport of first intended landing, the center responsible for control at such clearance limit will authorize flight to the airport of first intended landing, if practicable.

(5) After the initial clearance has been issued to an aircraft at departure point, it will be the responsibility of the appropriate center to issue an amended clearance to eliminate traffic conflict, and issue traffic information if required.

(6) If the point of departure is not at a sufficient distance from the boundary of an adjacent control area to permit transmission of the necessary flight plan data to the adjacent center and allow adequate time for posting and analysis, coordination between centers shall be effected prior to departure of the aircraft.

(g) *Composition.* Clearances shall be composed as follows:

(1) Flight or aircraft identification.

(2) Clearance limit and route.

(3) Altitude, approach, or departure procedure.

(4) Any special information.

(5) Message delivery information and/or cancellation time if necessary.

(h) *Description.* Clearance items shall be described as follows:

(1) A clearance limit shall be described by specifying the name of the appropriate reporting point, tower, or airport.

(2) The route of flight shall be included in each original clearance when deemed necessary.

(3) Altitude information shall consist of:

(i) The cruising altitude or altitudes.

(ii) Altitudes over those reporting points which are to be crossed at other than the cruising altitude.

(iii) The place or time for starting climb or descent, when necessary.

(iv) Detailed procedures concerning departure or approach altitudes, when necessary.

(i) *Issuance and delivery of clearances.* Clearances shall be issued as follows:

(1) *Departures.* The center shall forward a clearance to the tower with the least possible delay after receipt of request made by the tower, or prior to such request if practicable.

(2) *En route.* When an aircraft is cleared to a clearance limit and requires further clearance beyond that point, the clearance shall be issued at least 5 minutes before the aircraft is estimated over the reporting point where delivery is to be made.

(3) *Responsibility for clearance delivery.* It is the responsibility of the communications agency or aircraft operator to whom the clearance is issued to transmit it to the aircraft immediately when received unless an attempt delivery time is included in the clearance. The center or tower shall be notified if the clearance is not delivered within 5 minutes after receiving the clearance or the attempt delivery time when one is specified. When notification of nondelivery is received, the center shall advise the communication agency of further action to be taken.

§ 26.50-35 *Standard phraseologies (CAA rules which apply to § 26.50)*—(a) *General.* Clearances shall be issued in accordance with the phraseologies herein. It is expected that personnel receiving a clearance for transmission to an aircraft will transmit such clearance in the exact phraseology in which it is received. It is essential that each clearance contain positive and concise data, phrased in a standard manner. Each traffic clearance shall be prefixed with the phrase "ATC clears (identification)" whenever a clearance limit is contained in the clearance.

Example: "ATC clears Eastern four to the Richmond airport. Cruise six thousand...."

The phrase "ATC advises (identification)" shall be used whenever information such as expected approach time, undetermined delay, and essential traffic is issued.

Example: "ATC advises Eastern four to expect approach clearance at"

The phrase "ATC clears (identification)" shall be used for all other transmissions.

Example: "ATC clears Eastern four to descend to five thousand immediately"

These phrases are to be used only when the clearance will be relayed from a center or tower to a pilot through any communications agency such as an air-carrier radio operator, military communications station, or CAA communications station. Towers shall use the phrases whenever a clearance is received from a center for transmission to a pilot. Clearances initiated by tower personnel

and issued directly to pilots shall conform to standard tower phraseologies.

(b) *Clearance limit.* The initial clearance shall specify a clearance limit phrased as follows:

"ATC clears (identification)—"

1. "From ----- to -----" ("from -----" may be eliminated if clearance is understandable without it); or
2. "Through ----- to -----" (if aircraft is cleared through an intermediate stop to a point beyond the intermediate stop); or
3. "Out of control area zone (number of) miles (direction) of (reporting point). Phraseology (3) will normally be used as a clearance limit only when the flight will not again enter a control area.

(c) *Route of flight.* The route of flight, when included in a clearance, shall be specified immediately after the clearance limit. The following phraseologies, or combinations thereof, shall be used:

1. "Direct";
2. "Via (reporting point) and (reporting point)";
3. "Via (color) airway (number)";
4. "Cross/join (color) airway (number) (number of) miles (direction) of (reporting point)."

(d) *Local flight.* A clearance for local flight on specified courses of a specified radio facility:

"ATC clears (identification) to fly (location(s)) courses and/or quadrants (name of facility) within radius (number of) miles from station."

(e) *Maintaining altitude.* Clearances requiring that an aircraft maintain a specified altitude, a specified altitude in relation to an overcast or other well-defined formation, or altitude separation from another aircraft.

Maintain—

1. "(Altitude)"; or
2. "(Altitude) to (reporting point)"; or
3. "(Altitude) until past (reporting point)"; or
4. "(Altitude) until (time)"; or
5. "(Altitude) until advised by (name of) tower"; or
6. "(Altitude) until further advised"; or
7. "(Altitude) while in control area"; or
8. "At least 500 feet above all clouds, haze, smoke, or fog level"; or
9. "(Number of feet) above/below (aircraft identification)."

(f) *Climb or descent.* Clearances requiring that an aircraft climb or descend to a specified altitude:

"Climb to (altitude)—"; or
"Descend to (altitude)—"

1. "Immediately"; or
 2. "Immediately after passing (reporting point)"; or
 3. "At (time)."
- "Climb" or "descend—"
"So as to reach (altitude) at (time)"; or
"At (reporting point)."

(g) *Clearance authorizing an aircraft to descend or climb between specified altitude levels in accordance with VFR.*

*Color and number of airway may be omitted if only one possible airway route exists.

"Climb VFR from (altitude) to (altitude)"; or
"Descend VFR from (altitude) to (altitude)"; or
"Climb VFR above (altitude)"; or
"Descend VFR below (altitude)."
"If not possible (alternate procedures) and advise."

(h) *Change of altitude.* Requiring that an aircraft remain well to the right of a course during altitude change:

"Climb/descend well to right of course."

(i) *Cruising and crossing altitudes.* Clearances requiring that an aircraft cruise at or cross a reporting point at a specified altitude with no specific time for altitude change:

"Cross (reporting point) at (altitude)."
"Cross (reporting point) at or above (altitude)."
"Cruise (altitude)."

(j) *Reporting levels.* Clearances requiring an aircraft to report on leaving or reaching specified altitude levels:

"Report leaving (altitude level or levels)."
"Report reaching (altitude level or levels)."

(k) *Specific instrument approach.* Clearances specifying instrument approach utilizing a radio range:

"Initial approach at (altitude), procedure turn at (altitude) (number of) minutes or miles (direction), and/or final approach on (location) course of (name of) range"; or
"Standard range approach"; or
"Straight in approach to airport."

(l) *Contact approach.* Authorization at a pilot's request for a ground contact approach:

"Contact approach approved; if not possible, (alternate procedures) and advise."

(m) *Any approach.* The omission of specific approach procedures will indicate any type of approach may be used at the discretion of the pilot.

(n) *Departure procedures.* Clearances specifying direction of take-off and/or direction of turn after take-off:

"Take-off (direction) and/or turn (right or left) after take-off."

(o) *Release.* Instructions authorizing a tower to release an aircraft for take-off subject to the discretion of the tower with respect to arriving aircraft:

"Release subject your discretion with respect to (Identification/s)."

(p) *Special procedures.** Clearances requiring that an aircraft follow a specific course:

"Make good a track of (number of) degrees magnetic until (time, location, or altitude)"; or
"Make good a tract bisecting (location) quadrant of (name of facility) until (time, altitude, or location)."

*"Altitude level or levels" shall include either the desired numerical values or "even" or "odd" thousand-foot levels.

*In utilizing these procedures, caution should be exercised to insure aircraft will clear all obstructions and terrain in accordance with specified minimums, and to insure that the desired track can be accomplished effectively, considering wind direction and velocity.

(q) *Holding.* Procedures requiring that aircraft be held in a specified direction from a specific holding point:

(1) *Standard pattern.*

"Hold (direction) of (holding point)—"

"Until (time)"; or

"Until advised by (name of) approach control on (blank) kilocycles/megacycles."

(2) *Published nonstandard pattern.*

"Hold (direction) of (holding point) non-standard pattern—"

"Until (time)"; or

"Until advised by (name of) approach control on (blank) kilocycles/megacycles."

(3) *Detailed holding instructions:*

1. "Hold on (specified) course of (name of facility) between (location) and point (number of minutes and direction)—"

"Until (time)"; or

"Until advised by (name of) approach control on (blank) kilocycles/megacycles."

2. "Make all turns (direction) of course;"

3. "Make all turns in (direction and quadrant identification) quadrant."

(4) Detailed holding instructions shall normally be issued:

(i) When assigning nonstandard patterns which are not depicted on United States Coast and Geodetic Survey radio facility charts; or

(ii) On pilot's request; or

(iii) When deemed necessary by the controller.

(r) *Visual holding.* Instructions requiring that an aircraft be held at a specific location by visual reference to the ground or water:

"Hold at (location)"

"Until (time)"; or

"Until advised by (name of) tower."

(s) *Expected approach time.* Clearances relative to expected approach time:

"Expect approach clearance at (time)"; or
"No delay expected."

(t) *Indefinite delay.* Delay not determined. (Revised expected approach time shall be forwarded as soon as determination can be made.)

"Delay indefinite expect approach clearance not later than (time)."

(u) *Longitudinal separation clearances.* Clearances requiring that an aircraft lose time to establish longitudinal separation from another aircraft, or to maintain longitudinal separation from another aircraft:

"Lose time so as to arrive over (reporting point) at (time)."

"Maintain (number of minutes) separation from (aircraft identification)."

(v) *Essential traffic information.* Phraseologies to be used in connection with the issuance of essential traffic information:

"Traffic is (essential traffic information); or
"Additional traffic is (essential traffic information); or
"No essential traffic reported."

*The phrase "on (blank) kilocycles/megacycles" need not be used when issuing holding instructions to scheduled air-carrier aircraft.

(w) *Approach control.* The following shall constitute the last item of the center clearance when an aircraft, previously issued a holding clearance, is to contact a tower for further clearance. For example, this phraseology will apply when an aircraft holding at a higher altitude than "over traffic" is subsequently cleared to a lower level and released to Approach Control:

"Contact (name of) Approach Control on (blank) kilocycles/megacycles for further clearance."

§ 26.50-36 *Traffic information (CAA rules which apply to § 26.50)*—(a) *Essential traffic.* Essential traffic for a particular aircraft is same-direction IFR traffic on the same or converging courses which is, or will be, 1,000 feet or less vertically and within less than minimum longitudinal separation from such aircraft; and opposite-direction IFR traffic on the same or converging courses which is, or will be, within less than the minimum time separation for altitude change (§ 26.50-22 (d)) and occupies, or will pass through, the altitude of such aircraft.

(b) *Detailed traffic information.* Direction of flight and estimated time and altitude over the reporting point nearest the point at which the aircraft which are essential traffic should pass, overtake, or approach; this information and any alternate procedures issued shall be given when an aircraft will pass through the altitude level of other aircraft concerned.

(c) *General traffic information.* Direction of flight and cruising altitude shall be given when the aircraft which are essential traffic are at different constant altitudes.

(d) *Issuance.* Traffic information should be issued to aircraft:

(1) When deemed necessary by the controller;

(2) When right-side separation is effected;

(3) At any time if requested by the pilot; or

(4) At any time if requested by the aircraft operator for a specific flight or for more than one flight.

(e) Traffic information issued to aircraft separated by 5 minutes in accordance with § 26.50-22 (b) (1) (ii) shall include the filed air speed of the aircraft concerned.

§ 26.50-37 *Emergency procedures (CAA rules which apply to § 26.50)*—(a) *General.* The various circumstances surrounding each emergency situation preclude the establishment of exact detailed procedures to be followed. The procedures outlined herein are intended as a general guide to air traffic control personnel. Centers and towers shall maintain full and complete coordination, and personnel shall use their best judgment in handling emergency situations.

(b) *Emergency descent.* Upon receipt of advice that an aircraft is making an emergency descent through other traffic, immediate steps shall be taken to mini-

mize confliction with other aircraft. ATC personnel shall immediately broadcast by means of the appropriate radio facility or, if not possible, request the appropriate communications station to immediately broadcast the following:

"Emergency to all concerned: Emergency landing at (name of) airport. All aircraft below (number of) feet within (number of) miles of (name of radio facility) leave (location) course(s) immediately."

(1) *Action by pilot.* It is expected that pilots receiving such broadcast will clear the specified areas, maintaining the last assigned altitude and stand by on the appropriate radio frequency for further instructions from the center or tower.

(2) *Subsequent action by Air traffic control.* Immediately after such emergency broadcast has been made the center or tower concerned shall forward further instructions to all aircraft involved as to additional procedures to be followed during and subsequent to the emergency descent.

(c) *Two-way radio failure.* If two-way radio communication between an aircraft and the ground fails prior to the aircraft establishing communication with the tower, the center may issue an appropriate clearance to be broadcast over suitable radio facilities. If failure occurs after the aircraft and tower are in communication, the tower may broadcast any necessary clearance to the aircraft.

(1) *Pilot actions.* (i) The pilot will observe one of the following procedures:

(a) If operating under VFR conditions, proceed under VFR and land as soon as practicable, or

(b) Proceed according to the latest air traffic clearance.

(ii) If the pilot proceeds according to the latest traffic clearance but has not received and acknowledged a clearance to the tower and if other instructions to the contrary are not received, he shall be expected to observe the following and control will be effected accordingly:

(a) If the pilot has received and acknowledged a clearance to the destination airport or the radio facility serving that point, he shall continue flight at the altitude(s) last assigned by air traffic control, or the minimum instrument altitude,* whichever is the higher, to the radio facility serving the destination airport.

(b) If the pilot has received and acknowledged a clearance to a point other than the destination airport or the radio facility serving the destination airport, he shall continue flight at the altitude(s) last assigned by air traffic control or the minimum instrument altitude,* whichever is the higher, to the radio facility serving the destination airport.

(c) If holding clearance has been received, the pilot shall comply with the clearance until such time as it will be necessary to continue flight so as to

*The minimum instrument altitude referred to is the minimum established for that portion of the route over which the operation is conducted, regardless of the direction of flight.

arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or the minimum instrument altitude,* whichever is the higher.

(d) If holding clearance has been received, but no expected approach time has been received, the pilot shall comply with the clearance until the time air traffic control has specified that further clearance may be expected. He shall then continue, maintaining the last assigned altitude or the minimum instrument altitude,* whichever is the higher.

(iii) *Approach.* Descent from the altitude maintained to the radio facility serving the destination airport shall be made on the final approach course and shall start at the expected approach time last received. If no expected approach time was received, descent shall be started at the last estimated arrival time specified by the pilot, or as soon as possible thereafter. A full standard instrument approach should be executed unless a VFR approach can be made.

(iv) *Alternate airport.* If approval of the aircraft operator is obtained, a center may request a clearance to be broadcast to the pilot to proceed, at the minimum instrument altitude, to the alternate airport specified in the flight plan.

§ 26.50-38 *Unreported aircraft (CAA rules which apply to § 26.50)*—(a) *Unreported aircraft.* To minimize any possibility of collision with unreported aircraft, the center or tower shall restrict other traffic which may conflict until 30 minutes after whichever of the following is applicable: The time at which approach clearance was delivered to the pilot; the expected approach time last delivered to the pilot; the arrival time over the radio facility serving the destination airport; or the current ATC or pilot estimate (whichever is the later) of initial arrival over such radio facility.

(b) *Resumption of normal traffic.* If the aircraft is still unreported after the above period, pertinent information concerning the aircraft shall be forwarded to operators and pilots of the aircraft concerned and normal control resumed if they so desire. It is the responsibility of such operators and pilots to determine whether they will resume normal operations or take other action.

AIRPORT TRAFFIC CONTROL PROCEDURES

§ 26.50-61 *General (CAA rules which apply to § 26.50)*. (a) Responsibility of airport traffic control towers:

(1) An airport traffic control tower is responsible for the issuance of clearances and information to pilots of aircraft for the purpose of preventing collision between:

(i) Aircraft operating on the ground at the landing area.

(ii) Aircraft and vehicles operating on the landing area.

(iii) Aircraft in the traffic pattern, and landing and taking off at the landing area.

(iv) Aircraft operating under instrument flight rules after control of such aircraft has been delegated to the tower

*The phrase "on (blank) kilocycles/megacycles" need not be used in clearances issued to scheduled air carrier aircraft.

by the appropriate air route traffic control center.

(2) An airport traffic control tower is also responsible for the issuance and relay of information and clearances which will prevent unnecessary delays to aircraft using a landing area, and which will permit the proper use of the landing area by aircraft.

(b) *Responsibility of pilots.* (1) When flying in VFR weather conditions it is considered the direct responsibility of the pilot to avoid collision with other aircraft. Under such conditions, the information and clearances issued by the control tower are intended to aid pilots to the fullest extent in avoiding collisions.

(2) When flying in IFR weather conditions it is obviously impossible for the pilot to assume the responsibility of avoiding collision with other aircraft except as directed by the ground control agency. Therefore, it is of the utmost importance that all clearances issued by a control tower to pilots of aircraft under its jurisdiction be adequate, concise, and definite, inasmuch as the pilot has no other means of ascertaining the proximity of other aircraft.

§ 26.50-62 *Control of traffic on and in vicinity of landing area (CAA rules which apply to § 26.50)*—(a) *General.* Airport traffic controllers shall maintain a continuous watch on all visible flight operations in the control zone, including aircraft, vehicles, and personnel on the landing area, and shall control such traffic in accordance with the procedures set forth herein and all applicable air traffic rules. If there are other landing areas within the zone, traffic at all landing areas within the zone shall be coordinated so as to eliminate any hazardous confusions of traffic patterns.

(b) *Critical positions of aircraft in the traffic and taxi patterns.* The following positions of aircraft in the traffic and taxi patterns (illustrated in fig. 1) are the positions where the aircraft normally receives airport traffic control clearances. The aircraft should be watched closely as they approach these positions so that proper clearances may be issued without delay. Where practicable all such clearances should be issued without waiting for the pilot to initiate the call.

(1) Pilot initiates call to taxi for departing flight. Runway-in-use information and taxi information given.

(2) If there is conflicting traffic the departing aircraft will be held at this point. The pilot will normally run up motors here.

(3) Take-off clearance is issued here, if not practicable at position 2.

(4) Clearance to land or landing sequence number is issued here.

(5) Clearance to taxi to hangar line or parking area is issued here.

(6) Parking directions issued here if necessary.

(c) *Determining proper runways to use for landings and take-offs.* (1) When surface wind velocity is 6 miles per hour or more, aircraft shall ordinarily be authorized to use the runway most nearly aligned into the wind and the tetrahedron shall, if controllable, be set so as to indicate such runway. (See Fig. 2 (b).)

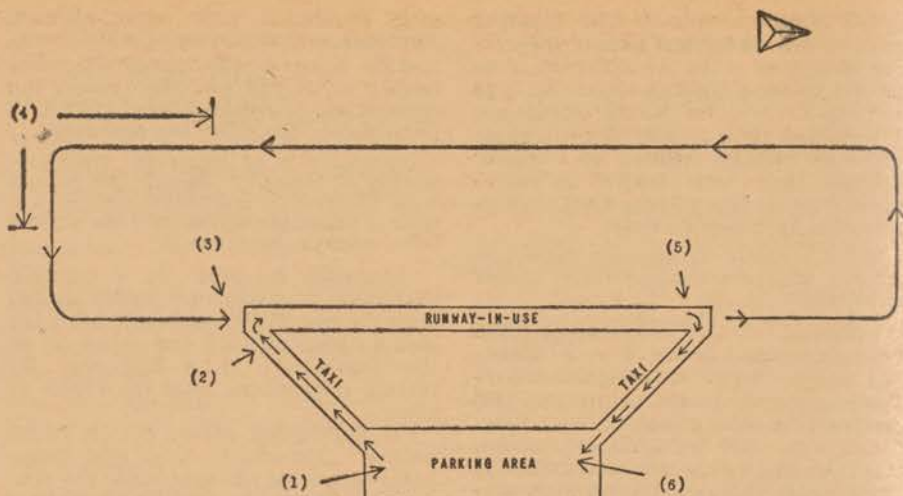


FIGURE 1—Critical positions of aircraft from an airport traffic control viewpoint.

(2) The tetrahedron, if controllable, will release automatically and swing into the wind when the velocity reaches a predetermined value. Ordinarily this will be between 10 and 15 miles per hour.

(3) When the surface wind velocity is less than 6 miles per hour, aircraft shall be authorized to use the runway which has been designated as the "calm wind" runway. This shall normally be the runway having the most advantages such as greater length, shorter taxiing distance, better approach, etc. The tetrahedron shall, if controllable, be set so as to indicate such runway under these conditions. (See Fig. 2 (a).)

(4) If the runway in use is not considered suitable for the operation involved, the controller may offer a choice of runway or the pilot may request clearance to use another runway.

(d) *Control of taxiing aircraft.* (1) The importance of issuing definite, concise directions to pilots of taxiing aircraft cannot be overemphasized. The visibility problem in an airplane is most acute when taxiing. Very few aircraft afford any forward vision for several yards directly in front of the airplane, and the pilot must depend to a large degree upon the control tower to issue necessary information which will assist him

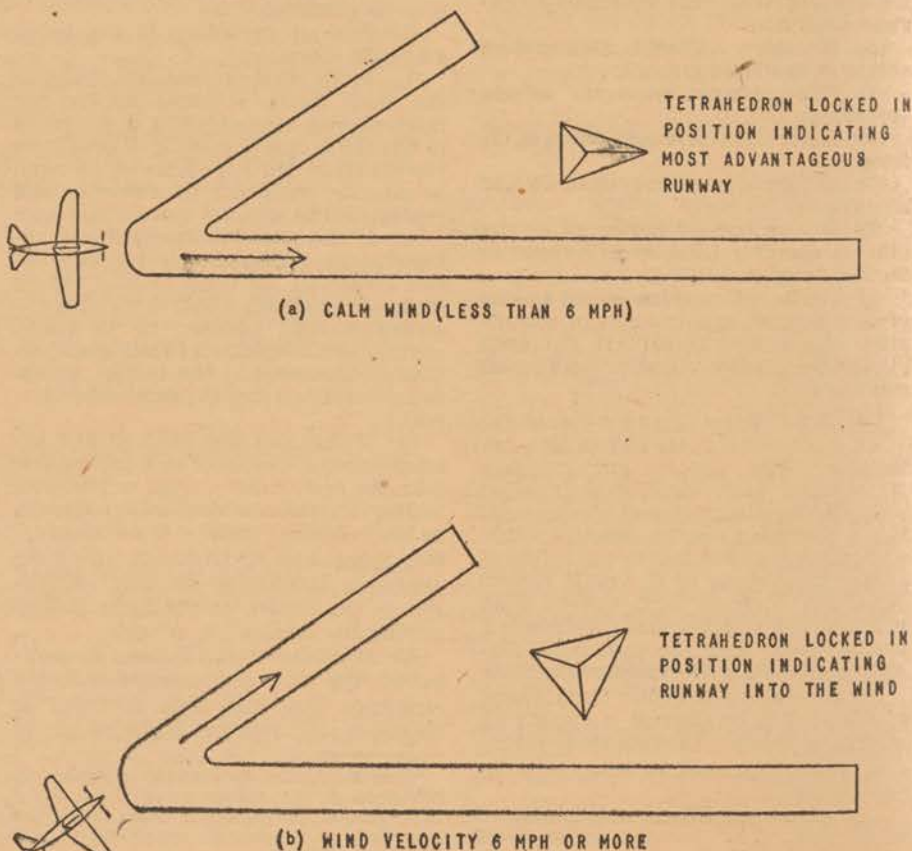


FIGURE 2—Method of determining runway to use.

in determining the proper taxi route and preventing collision with other aircraft or objects.

(2) It is particularly hard for the pilot to determine the best taxi route on a strange airport. Clearances and information to pilots concerning taxi routes should be simple and direct such as "Turn left at first intersection, taxi straight ahead to the end of the runway, then turn right," etc. The pilot should also be warned of parked aircraft or other objects along or near his taxiing route.

(3) Aircraft should not be permitted to taxi on the runway if at all possible to provide other taxiing routes. The guiding principle in handling taxiing traffic is "keep the runway-in-use ready for use as much as possible."

(i) Aircraft shall not be permitted to hold on the end of the runway-in-use whenever another aircraft is effecting a landing except at those airports where there are no intersecting taxiways. At such airports the aircraft shall be held clear of the edge of the runway and at an angle of 90 degrees from the landing direction until cleared to take-off position. (See fig. 3.)

(4) The direction of taxiing aircraft and avoidance of collision within loading and parking areas is considered the primary responsibility of the aircraft operator and/or airport management, as well as the pilot.

(e) *Control of traffic in the traffic pattern.* (1) Aircraft in the traffic pattern shall be controlled to provide the separation minimums outlined below except that:

(i) Formation flights of aircraft are exempted from the separation minimums with respect to separation from other aircraft of the same flight.

(ii) Aircraft operating in different areas or lanes on airports equipped with runway or mat facilities suitable for simultaneous landings or take-offs are exempted from the separation minimums.

(iii) Separation minimums shall not apply to aircraft operating under military necessity as determined by competent authority.

(2) Sufficient separation shall be effected between arriving aircraft to insure that the succeeding landing aircraft on the same runway will not cross the airport boundary in its final glide until the preceding aircraft has cleared the runway-in-use. (See fig. 4.)

(3) Sufficient separation shall be effected between the departing aircraft to insure that an aircraft will not commence take-off until the preceding departing aircraft has crossed the end of the runway-in-use.

(4) Sufficient separation shall be effected between arriving and departing aircraft to insure:

(i) That a landing aircraft will not cross the airport boundary in its final glide until the preceding departing aircraft has crossed the far end of the runway-in-use.

(ii) That an aircraft taking off will not commence take-off until the preceding landing aircraft has cleared the runway-in-use.

(5) Sufficient separation should be effected between aircraft in flight in the

traffic pattern to allow the spacing of arriving and departing aircraft as outlined in the foregoing. In no event shall separation between aircraft in flight be less than the minimums specified by Air Force, Navy, or Civil Air Regulations.

(i) At many airports the location of the control tower will not permit accu-

rate determination of separation between the paths of successive aircraft in the pattern, landing, or taxiing on the same runway or taxiway, particularly when the movement of these aircraft is at an angle to the controller's line of vision. Extreme caution, therefore, should be exercised in the issuance of specific control

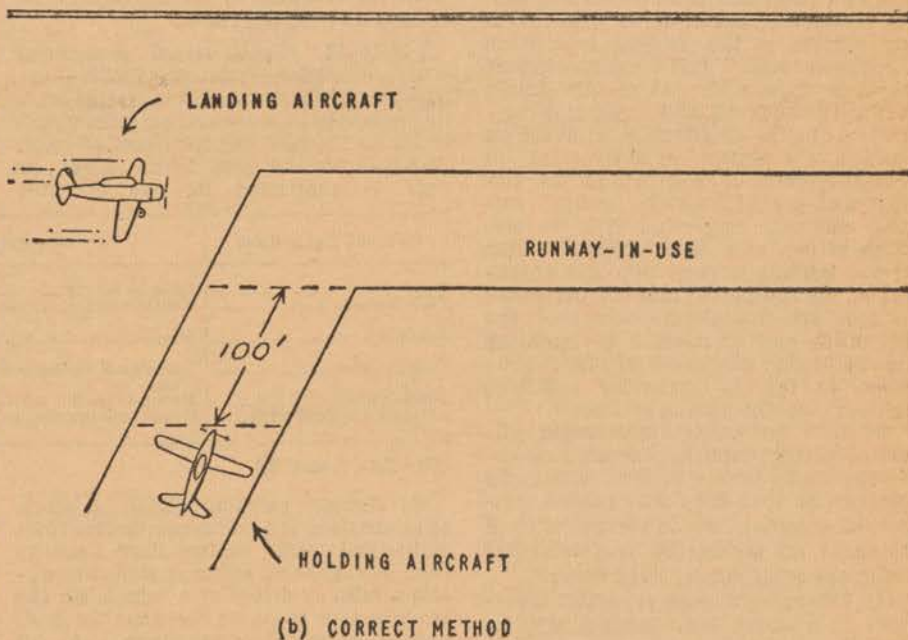
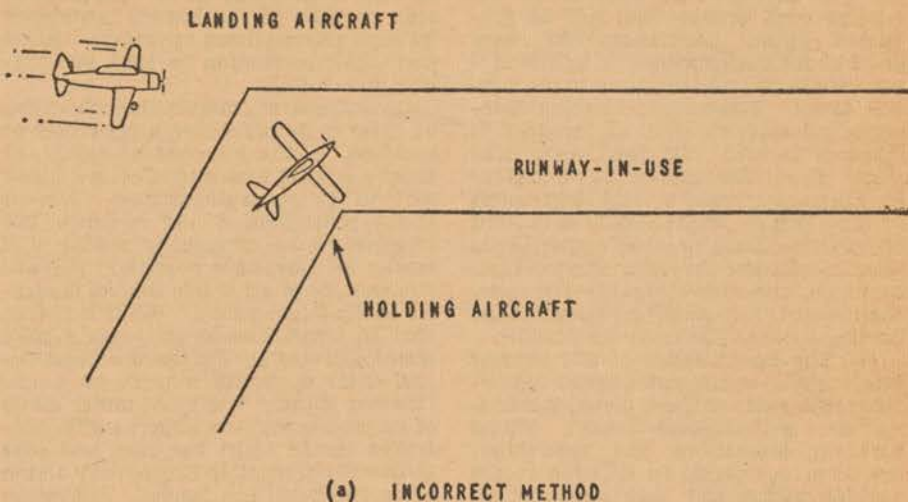


FIGURE 3—Method of holding aircraft.

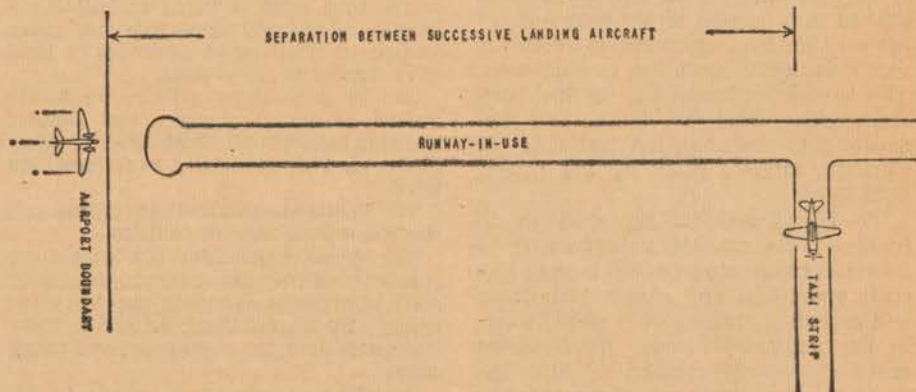


FIGURE 4—Separation between successive landing aircraft.

instructions which are used to prevent collision. For example, when a succeeding aircraft is overtaking the aircraft ahead a specific control instruction might turn the preceding aircraft into the path of the other.

(f) *Control of other than aircraft traffic on the landing area.* (1) The movement of personnel or vehicles on the landing area proper shall not be permitted unless permission has been granted for such movement by the airport traffic controller on duty in the control tower. Personnel, including drivers of all vehicles, shall be required to stop and wait for radio clearance or light signal from the control tower before crossing any runway or taxi strip unless on a portion of the landing area marked off by lights, flags, or other conventional warning signals. In radio conversations to pilots, the airport traffic controller shall identify personnel or vehicles on the landing area as distinctly as possible.

(2) The maintenance of any landing area requires considerable use of vehicular traffic, such as snow plows, tractors, mowers, maintenance trucks, official cars for inspections and miscellaneous other equipment in addition to the working parties and other personnel required for maintenance. Considerable care and judgment must be exercised in the dispatch of personnel or vehicles on any portion of the landing area since a collision with a fast-moving aircraft would be disastrous. At certain points during the take-off and landing of aircraft, a change of direction to avoid an obstacle will almost certainly result in ground-looping or overturning the aircraft with probable serious results. Another difficulty connected with the dispatch of personnel and vehicular traffic on the landing area is that the operators of the equipment and the personnel on foot are not always aware of the difficulties and limitations of handling heavily loaded aircraft and may be inclined to fail to surrender sufficient right-of-way for safe operation.

(3) In a few cases commanding officers or airport managers require all vehicular traffic to be equipped with radio receivers so that they may receive control tower signals, but in the majority of instances all pedestrian and vehicular traffic are controlled by light signals.

(4) Where continuous vehicular movement is involved over limited portions of the landing area, such as mowing the grass, the mowing is usually accomplished in a portion of the field not being used for landing operations with the particular wind condition at that time. The mowing equipment is marked with appropriate flags or lights, and the mower may not cross the taxi strips or runways without receiving the proper light signal.

(5) When construction work is in progress, the normal procedure is to close the entire construction area to aircraft operations and permit pedestrian and vehicular traffic to move at will within the marked-off area. Construction areas are usually marked off with appropriate flags in the daytime and appropriate lights at night.

(g) *Authorizing use of landing area by pilots of arriving aircraft.* (1) If a pilot enters a control zone without proper authorization, he shall be permitted to land if his actions indicate he so desires. If circumstances warrant, an airport traffic controller may ask pilots of aircraft with whom he is in contact to give way so as to remove as soon as possible the hazard introduced by such unauthorized operation. In no case shall permission to land be withheld indefinitely.

(i) In cases of emergency, such as loss of radio communication, a pilot may be required, in the interests of safety, to enter a control zone and effect a landing without proper authorization. Airport traffic controllers should recognize the possibilities of emergency action and render all assistance possible. The entire concept of air traffic control is service to the flying public. While it is true that in some isolated instances a pilot might deliberately disregard regulations and enter a control zone in an unauthorized manner while not under stress of an emergency, the airport traffic controller should assist the pilot and take steps toward possible disciplinary action after the pilot has landed. Under no circumstances should discussions which have no relation to traffic control be carried on over the radio.

§ 26.50-63 *Visual signal procedures (CAA rules which apply to § 26.50)*—(a) *Portable traffic light.* The portable traffic control light is a directive light which emits an intense, narrow beam of light. The color of the light (white, green, or red) is controlled by the operator

through a system of levers and triggers in the two handles. Signals are readily discernible to the pilot of any aircraft visible to the operator.

(b) *Advantages and disadvantages of the portable traffic signal light.* (1) The controller should be thoroughly familiar with the limitations of the traffic control light, and evaluate its capabilities in connection with its use.

(2) The portable traffic light has the following advantages:

(i) No radio equipment is required in the aircraft and therefore all aircraft can be controlled whether or not they possess radio.

(ii) The traffic light provides an emergency method of control in the event of radio failure—either in the tower or the aircraft.

(3) The disadvantages are:

(i) The pilot may not be looking at the control tower at the time a signal is directed toward him.

(ii) The information transmitted by a light signal is limited. One may only transmit an approval or disapproval of the pilot's anticipated actions to him. No explanatory or supplementary information can be transmitted.

(c) *Operation of portable traffic light.* (1) The portable traffic light shall be used to control the movement of personnel and vehicles on the landing area and the landings and take-offs of any aircraft not equipped with radio unless such movements or landings and take-offs have been prearranged with the traffic controller.

(2) Signals from a portable traffic control light shall mean the following:

Color and type of signal	On the ground	In flight
Steady green.....	Clear for take-off.....	Cleared to land.
Flashing green.....	Cleared to taxi.....	Return for landing (to be followed by steady green at proper time).
Steady red.....	Stop.....	Give way to other aircraft and continue circling.
Flashing red.....	Taxi clear of landing area (runway) in use.	Airport unsafe—do not land.
Flashing white.....	Return to starting point on airport.....	
Alternating red and green.....	General warning signal—Exercise extreme caution.	

(See figs. 5 and 6.)

(1) *General warning signal.* A series of alternating red and green flashes from a directed traffic control light shall be used as a general warning signal to advise a pilot or driver of a vehicle on the landing area to be on the alert for hazardous or unusual conditions. As an example, the warning signal may be directed to a pilot in flight to indicate a change of runway since this can prove hazardous if the pilot attempts to land cross-traffic or cross-wind.

(a) In controlling airport traffic by means of visual signals, the general warning signal shall be directed to pilots of the aircraft concerned as follows (see fig. 6):

(1) When aircraft are converging and there is a possibility of collision.

(2) When hazardous conditions are present and the pilot must be unusually alert in order to complete the operation safely. Such conditions include obstructions, soft field, ice on runway, and many others.

(3) When mechanical trouble is apparent to the controller and he has rea-

son to believe that the pilot may not be aware of it.

(4) At any other time when believed necessary in the opinion of the controller.

(b) Attention is directed to the fact that the warning signal is not a prohibitive signal and may be followed by either a red or green light as circumstances warrant.

(c) A pilot wishing to attract the attention of the airport traffic controller during the hours of darkness may turn on a landing light and taxi the aircraft in a position so that the light is visible to the airport traffic controller. The landing light should remain on until appropriate signals are received from the tower, after which acknowledgment may be expected from the pilot as provided for in non-radio-equipped aircraft. Pilots of aircraft not equipped with landing lights may blink their navigation lights to attract the attention of the tower.

(d) *Light signals to indicate restriction of VFR operations in the control zone.* (1) During the hours of daylight, the rotating airport beacon shall be op-

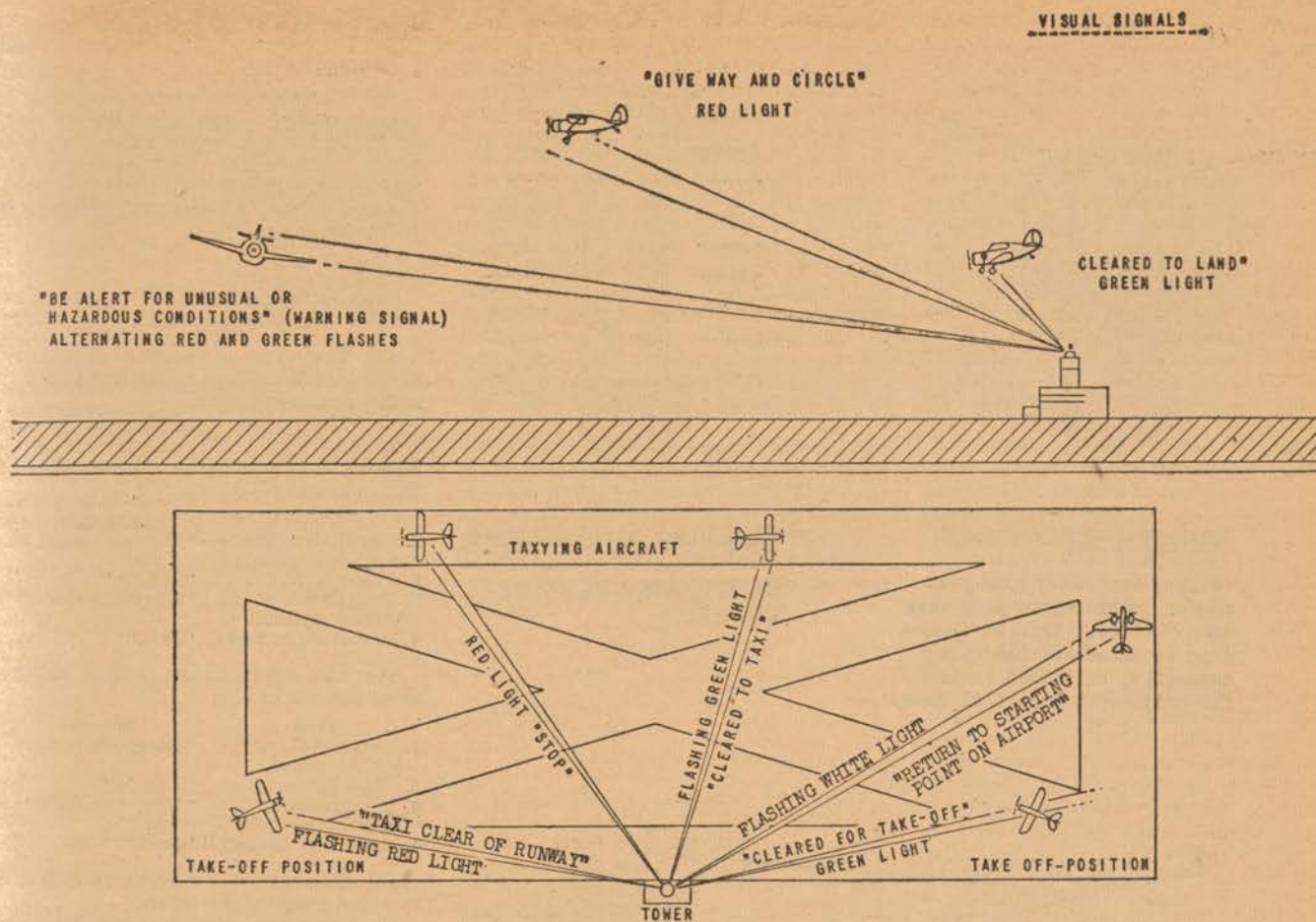


FIGURE 5.

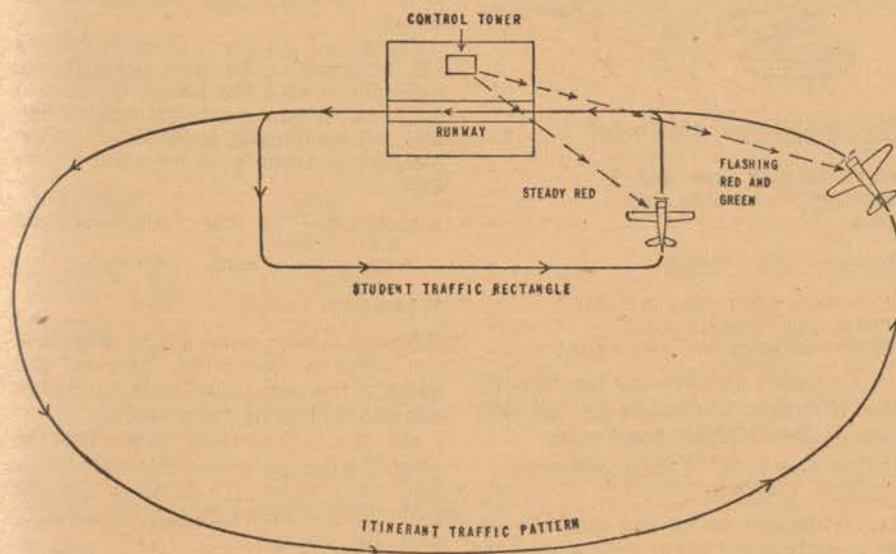


FIGURE 6—Example of the use of general warning light when two airplanes are on converging courses.

erated to mean that the ground visibility in the control zone is less than 3 miles and/or the ceiling is less than 1,000 feet and that a traffic clearance is required for landings, take-offs, and flight in the traffic pattern. (See fig. 7.)

(2) Between sunset and sunrise, flashing lights outlining the traffic direction indicator shall be operated to mean that

ground visibility in the control zone is less than 3 miles and/or the ceiling is less than 1,000 feet and that a traffic clearance is required for landings, take-offs, and flight in the traffic pattern.

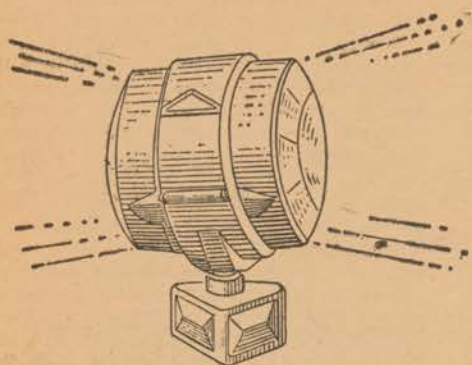
(e) *Light signals to indicate clockwise (to the right) flow of traffic.* (1) A flashing amber light shall be operated to mean that a clockwise flow of traffic around the

airport is required unless otherwise authorized by the control tower. (See Fig. 7.)

(f) *Use of flag signals.* (1) Flag signals are used by the military and naval services for special signals which usually apply only to the local activities at a particular landing area. Since these signals are not standard and usually have a special meaning at a particular location, it is not expected that an itinerant pilot will know their meaning or be guided by them. Accordingly, flash signals may be used for special local activities (such as primary or secondary training flights) as directed by the local commanding officer, but should not be used to govern flight of other than local aircraft unless it is known that the itinerant pilot is familiar with the flag signals and their meaning.

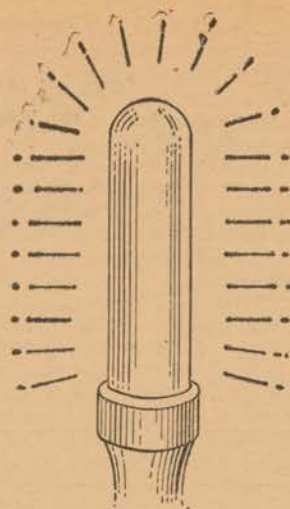
(g) *Special light signals.* (1) Some military and naval establishments have special light signals, such as "course lights," which indicate landing direction, runway-in-use, traffic pattern to use, and other similar information for local activities. These lights are to be used as directed by competent authority, but as in the case of flag signals are to be confined to direction of pilots known to be familiar with the meaning of the special light signals.

§ 26.50-64 *Radiotelephone procedure and technique (CAA rules which apply to § 26.50)*—(a) *General.* The operation of the radiotelephone facilities of an airport traffic control tower shall be accom-



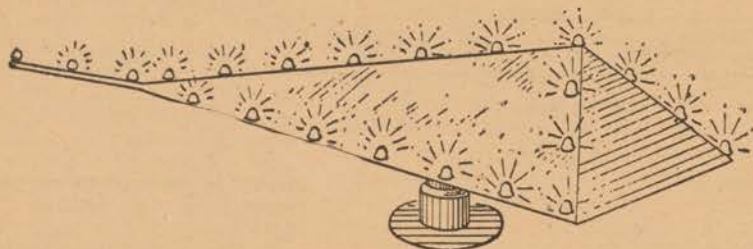
ROTATING BEACON (day only)

Ceiling less than 1000 feet and/or ground visibility less than 3 miles. Traffic clearance required for landings, take-offs, or flight in traffic pattern in a control zone.



FLASHING AMBER LIGHT

CLOCK-WISE FLOW OF TRAFFIC



FLASHING LIGHTS OUTLINING TRAFFIC DIRECTION INDICATOR (night only)

Ceiling less than 1000 feet and/or ground visibility less than 3 miles. Traffic clearance required for landings, take-offs, or flight in traffic pattern in a control zone.

FIGURE 7—Light signals used in airport traffic control.

plished in accordance with procedures outlined herein.

(b) *Calls and replies.* (1) Airport traffic control towers shall be identified during radiotelephone communications by the name of the airport followed by the word, "Tower."

Examples: "Washington tower," "Meacham tower," "Bolling tower."

(2) It is expected that aircraft pilots will call, for example, "Washington tower" when they wish to establish communications with the Washington Airport Traffic Control tower and, for example, "Washington radio" when they wish to establish communications with the Washington airway communications station.

(3) Aircraft shall be identified during radiotelephone communications in the following manner:

(i) Military aircraft—by the name of the service followed by the last four digits of the service serial number, as

"Air Force seven eight two nine."

"Navy four three six one."

"National Guard two one six one."

(ii) Civilian aircraft—by the aircraft type,* if known, followed by the last four digits of the certificate number, as

"Waco A, R, C, D," or where necessary, "Stinson three seven two Y."

(iii) Aircraft of foreign registry—by the aircraft type,* if known, followed by the last four digits or letter of the license or certificate number or registry, as

"Waco two one six eight."

"Waco, able roger charlie dog."

(iv) After radio contact has been established, the last half of the aircraft radio identification may be reduced to

*Until the aircraft type is determined the whole certificate number or registry should be used.

not less than two digits or letters, provided there is no possibility of error, as

"Waco six eight."

(v) The abbreviated name of the air-carrier operator and trip number shall be utilized when calling air-carrier aircraft. Air-carrier trip numbers are spoken as a group figure (instead of as a serial figure) in accordance with the following examples:

"United fifteen."

"American six."

"Eastern twenty-two."

"TWA four thirty-six."

(4) The name of the pilot should not ordinarily be utilized in routine two-way radio communication.

(5) The call-up procedure to be utilized in airport traffic control radiotelephone communications shall consist of the following:

Item	Example
1. Designation of the station called.	"Waco one eight one four."
2. "This is" -----	"This is."
3. Designation of the calling station.	"Cleveland tower."
4. Invitation to reply.	"Over."

(6) The reply to an initial call-up shall consist of:

Item	Example
1. Designation of the station called.	"Cleveland tower."
2. "This is" -----	"This is."
3. Designation of the answering station.	"Waco one eight one four."
4. Invitation to reply.	"Over."

(7) Communication shall be initiated by call-up and reply when:

(i) Communication has not been established.

(ii) Previous contact has been terminated.

(c) *Exchange of communications.*

(1) After contact has been established in accordance with the above, the airport traffic control tower should make a second call-up followed immediately by the message in accordance with the following:

Item	Example
1. Designation of the station called.	"WACO one four."
2. Body of the communication.	(Message).
3. Invitation to reply.	"Over."

When no chance of mistaking identity of the tower is likely, the "This is" and name of the tower shall be omitted after original contact has been made.

(2) If it is reasonably certain that the aircraft will receive the initial call-up the tower may follow the first call-up with the message without waiting for the reply from the aircraft.

(3) After communication has been definitely established, it may be continued without further call-up or identification other than preceding the message with the identification of the aircraft until termination of the contact.

(d) *Termination of communication—*

(1) *Acknowledgement of receipt.* A receiving station (either tower or aircraft) shall acknowledge receipt of a radiotelephone message by transmitting the aircraft identification followed by the word

"roger," or other applicable procedure word. Example:

"Stinson two three one five, roger."
"Air Force six seven two four, roger."

The examples given above could be transmitted by either the tower or the aircraft since the object is to identify the aircraft concerned and to acknowledge the message received. It is usually unnecessary to identify the tower concerned as no mistake in tower identity is likely, but the aircraft concerned should be identified in every instance to prevent any possible mistake in aircraft identity.

§ 26.50-65 *Standard traffic clearances and phraseologies (CAA rules which apply to § 26.50—(a) Traffic clearances—(1) General.* An airport traffic controller shall issue such traffic clearances and other information as are necessary for the prevention of collisions between aircraft under his jurisdiction. (See Fig. 8.)

(2) A clearance issued by an airport traffic control tower is similar to a clear-

ance issued by an air route traffic control center in that it is authority for a pilot to proceed only insofar as known air traffic conditions are concerned and does not constitute authority for a pilot to violate any provision of Air Force, Navy, or Civil Air Regulations. The relay of advice to pilots from the airport management is permitted. When such relay of advice is undertaken by controllers, the pilot shall be informed that the information is from the airport management. However, denial of clearance for take-off shall be based only on considerations of safety. No violations of § 60.109 of this chapter shall be reported unless a take-off is made contrary to a controller's clearance based solely on safety.

(i) Clearances issued by airport traffic controllers are permissive in nature and predicated upon known traffic conditions which affect safety in aircraft operation. Such traffic conditions will include not only aircraft in the air within the control zone and on the landing area

over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the landing area in use.

(ii) When it is stated that air traffic control clearances are permissive in nature, it is intended to convey the thought that such clearances are authority for a pilot to operate his aircraft in accordance with a predetermined plan. If the plan, as approved by the airport traffic controller, is not suitable to the pilot, he may request, and, if practicable, obtain approval of an alternate plan.

(iii) The clearances issued by airport traffic controllers relate to traffic and field conditions only, with the exception of relaying advice or information from the commanding officer or the airport manager with regard to use of the landing area. For example, a pilot may request and receive a traffic clearance while piloting an aircraft not properly equipped for the type of flight concerned. The mere fact that the pilot received a traffic clearance for the flight involved does not relieve the pilot of any responsibility whatsoever in connection with a possible violation of Air Force, Navy, or Civil Air Regulations.

(b) *Standard phraseologies for traffic clearances.* (1) In order to reduce the transmission time for each tower message, and to decrease misunderstandings, phraseologies have been standardized for use in airport traffic control. However, unusual situations will occur and the controller will have to exercise his best judgment in the use of additional phraseologies. In such cases he should use supplementary rather than substitute phrases.

(i) The standard phraseologies and clearances are listed in accordance with the purpose phrased by them, such as "clearance to enter traffic pattern," "clearance to land," "clearance to taxi," and other similar authorizations.^a

(2) *Clearance to enter traffic pattern.* (i) Clearance governing flight from a visual reporting point, holding point or fix, or other outlying point to the traffic pattern at the landing area shall be in the following form:

1. "(Flight identification)."
2. "This is (name of tower) tower."
3. "(Reporting point)."
4. "(Time—minutes only)."
5. "At (altitude in thousands and hundreds of feet)."
6. "Cleared to enter traffic pattern."
7. "At (specified altitude, if necessary)."
8. "Runway (number of runways in use)."
9. "Wind (direction and velocity)."
10. "(Any special information)."

Example: "Air force seven eight three four. This is Nashville tower, Lebanon, four six, at two thousand, cleared to enter traffic pattern, runway two seven, wind west eight."

When parallel runways are available, the runway in use shall be designated in the following manner:

Example: "Runway two three, left"; "Runway one eight, center."

(ii) The clearance to enter traffic pattern is issued to a pilot whenever it is desired that the aircraft approach the

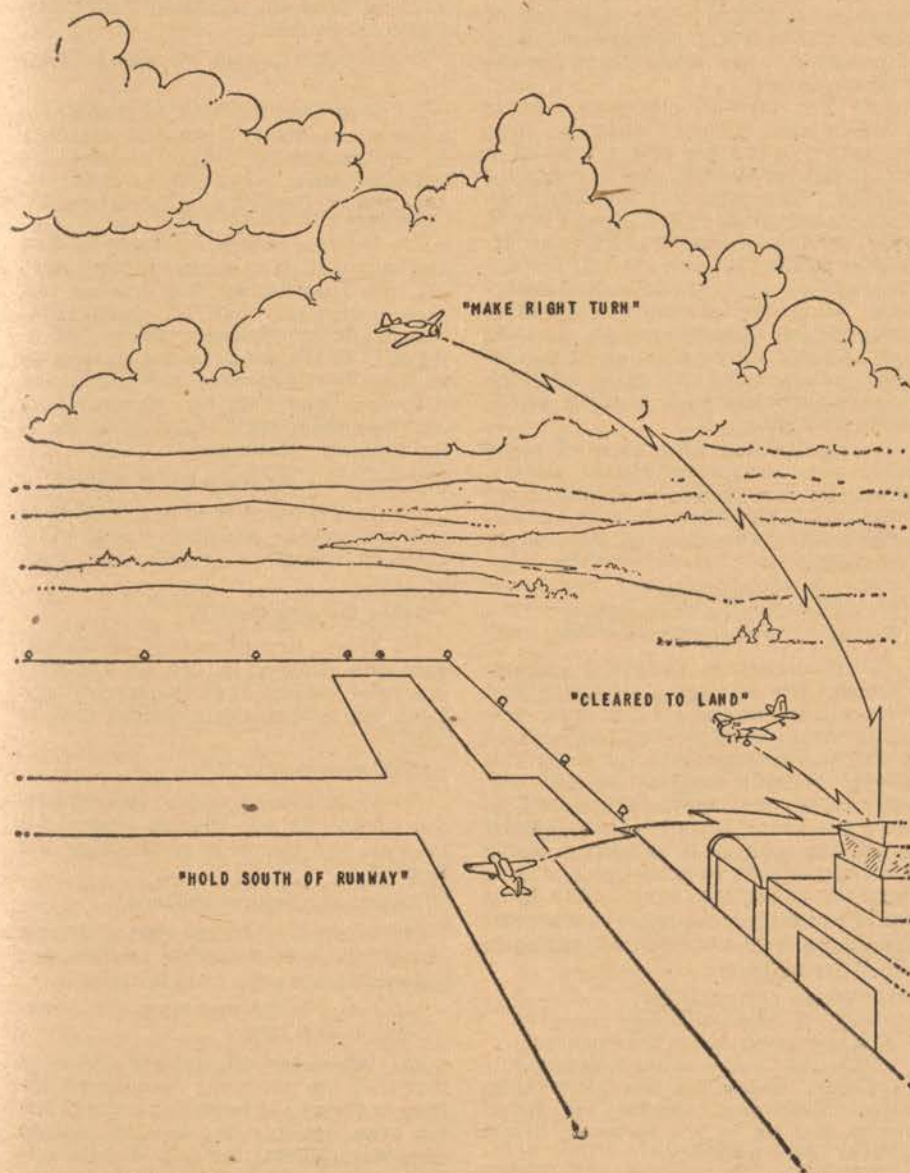


FIGURE 8—Airport traffic control tower issues traffic clearances and advice to prevent collisions and expedite air traffic.

^a Words in quotations shall be read as written, accompanied by values required by words in parentheses.

landing area in accordance with current traffic patterns. If clearance to enter traffic pattern is not appropriate for the existing traffic conditions, alternate clearance such as "cleared to land," or "cleared to (specified holding point)," may be issued at the discretion of the controller.

(iii) The clearance to enter traffic pattern should not be confused with the clearance to land since the former is issued when the aircraft is some distance from the field and traffic conditions will not permit the issuance of a landing clearance.

(iv) When it is desired to clear an aircraft to enter a traffic pattern which is not a conventional left-turn pattern, or where more than one pattern exists, the phraseology may be modified to include the designation of the pattern desired. An example for clearance into a right-turn pattern:

"Cleared to enter right traffic pattern."

(3) *Clearance to land.* A clearance to land shall be in the following form:

1. "(Flight identification)."
 2. "This is (name of tower) tower."³⁰
 3. "(Position)."³¹
 4. "At" (altitude).³¹
 5. "Cleared to land."
 6. "Runway (number of runway in use)."³²
 7. "Wind (direction and velocity)."³²
 8. "(Any special information)."
- Example: "Navy seven eight four three cleared to land."

Another example would be when a pilot reports in the control zone as follows:

"Tulsa tower. This is Stinson one two three four, two miles south at eight hundred."

The tower would respond:

"Stinson one two three four. This is Tulsa tower, two miles south at eight hundred. Cleared to land, runway three, wind calm,"

since no previous information concerning traffic direction and runway had been transmitted to this pilot.

(4) *Clearance to taxi.* Clearance to taxi shall be in the following form:

(i) In-bound aircraft:

1. "(Flight identification)."
2. "This is (name of tower) tower."³⁰
3. "Cleared to (gate, loading ramp, hangar, parking space, etc.)."
4. "(Any special information relative to the use of taxi strips, intersecting runways, obstructions, maintenance operations, or other field activity or condition.)"

Example: "United seven cleared to gate five."

(ii) Out-bound aircraft:

1. "(Flight identification)."
2. "This is (name of tower) tower."³⁰
3. "Cleared to runway (number of runway to be used)."
4. "Wind (direction and velocity)."
5. "(Any special information relative to use of taxi strips, intersecting runways, obstructions, maintenance operations, or other field activity or field condition. Include under this item altimeter setting and time

³⁰ May usually be omitted whenever the aircraft is under direct observation of the airport traffic controller.

³¹ May be omitted if the aircraft is in a well-defined traffic pattern.

³² May be omitted if previously given and no revision is necessary.

check unless an aircraft operator has indicated in writing to the chief airport traffic controller that this service is not desired.)"

Example: "Air force one five two seven cleared to runway three two. Wind north-west one five, altimeter three zero zero four. Time zero nine five six."

(iii) Clearance to taxi from one point to another on landing area:

1. "(Flight identification)."
 2. "This is (name of tower) tower."³⁰
 3. "Cleared to (gate, loading ramp, hangar, parking space, etc.)."
 4. "(Any special information)."
- Example: "United thirty-four cleared to hangar four."

(5) *Clearance for take-off.*

(i) Clearance for take-off shall be in the following form:

1. "(Flight identification)."
2. "This is (name of tower) tower."³⁰
3. "(Any special information)."
4. "Cleared for take-off."

Example: "Air Force six seven three four, cleared for take-off."

(ii) When an ATC clearance is required prior to take-off, the take-off clearance described above shall not be issued until such ATC clearance has been transmitted to and acknowledged by the pilot concerned.

(iii) The take-off clearance, as the name implies, is issued after the pilot has taxied to the end of the runway in use, tested his engines, and is ready for take-off. The pilot has previously received information on the runway in use, wind direction and velocity, the altimeter setting, time check, and the appropriate air route traffic control clearance. He is now interested in obtaining authorization to commence his take-off, and he needs information on such local traffic as may affect his flight or which he may approach while in flight within the control zone.

(a) Immediately after take-off, many pilots want their time off the ground. When this is requested, it may be given separately in the following form, or combined with a clearance to leave tower frequency:

1. "(Flight identification)."
 2. "Off at (time—minutes only)."
- Example: "American six off at three one."

(6) *Clearance to change frequency.* Normally the pilot of a departing aircraft will guard the control tower frequency until outside the control zone, at which time he may leave the tower frequency without further contact. If, however, a pilot requests approval to leave the tower frequency before he is out of the zone, or if an airport traffic controller desires to authorize a pilot to leave the tower frequency before he is out of the zone, a clearance to leave the tower frequency shall be transmitted in the following form:

1. "(Flight identification)."
2. "This is (name of tower) tower."³⁰
3. "(Any supplemental information)."
4. "Cleared to leave tower frequency."

Example: "Eastern five, this is Washington tower, American seven reported over Mount Vernon four six at two thousand, cleared to leave tower frequency."

(7) *Special clearances.* (i) Clearance to engage in other than routine op-

erations in the control zone shall be in the following form:

1. "(Flight identification)."
2. "This is (name of tower) tower."³⁰
- 3a. "Cleared to make right turn."
- 3b. "Cleared to practice low approach to airport."
- 3c. "Cleared to Columbus Navy GCA," etc.

Special clearances are provided so that unusual situations, as well as routine range practice, etc., may be properly handled.

(a) Phraseologies for certain frequently used special clearances are as follows:

(1) Clearance for right turn after take-off shall be at the discretion of the controller. In the event it is not possible to approve the right turn when issuing clearance for take-off, and the pilot has requested such right turn, the following phraseology will be used:

"Will advise later, cleared for take-off."

(2) In the event right turn can be approved at the time of issuance of clearance for take-off, the following phraseology will be used:

"Right turn approved. Cleared for take-off."

(3) Whenever it is desired that a pilot make a straight-in approach, although he cannot yet be cleared to land, the following phraseology will be used:

"Cleared to make straight-in approach."

(4) In the event aircraft are landing and taking off at an airport without coming to a stop during their landing roll, such operations shall be described as "touch and go" landings. Pilots shall be required to request approval of same by at least the time they are turning on their final approach leg. Approval for such operation shall be issued by use of the following phraseology:

"Cleared to make touch and go landing."

(5) In the event it is not possible to approve such an operation due to other air traffic, the following phraseology shall be used:

"Make full stop landing."

(6) If an aircraft cannot be cleared onto the runway in use or whenever otherwise desired that the aircraft not move, the following phraseology shall be used:

"Hold your position."

(7) If an aircraft can be cleared onto the runway in use but not cleared for take-off, the following phraseology will be used:

"Cleared into position and hold."

(8) When it is desired that a taxiing aircraft hold at a specific position, the following phraseology will be used:

"Hold clear of (position)"; or
"Hold on taxi strip."

(9) Whenever pilots have indicated that they are not ready for take-off, although they have taxied onto the landing area, possibly due to their engine temperature being too low, etc., the following phraseology will be used:

"Advise when ready for take-off."

(10) Whenever it is desired that a pilot shorten the downwind leg, the following phraseology will be used:

"Make short approach."

(11) Whenever it is desired that the pilot lengthen the downwind leg, the following phraseology will be used:

"Make long approach."

(12) In the event it is desired to indicate to pilots in the traffic pattern which aircraft they are to follow in the landing sequence, the following phraseology will be used:

"Number (number) to land, follow (type of aircraft) (location of aircraft to follow)."

(13) In the event an aircraft is on final approach and there is still sufficient time to clear a departing aircraft for take-off, the following phraseology will be used:

"Cleared for immediate take-off."

(14) In the event an aircraft is on final approach and there is still sufficient time to clear a departing aircraft which is in take-off position, but some doubt exists as to whether or not the departing aircraft will take off immediately, the following phraseology will be used:

"Take off immediately or clear the runway."

(15) In the event it is believed desirable to advise landing pilots of other aircraft in close proximity to the runway in use, the following phraseology will be used:

"Aircraft to (right or left)," or on "both sides of runway (number)."

(16) In the event an aircraft has encountered landing gear difficulty and has proceeded to close proximity to the control tower for control tower personnel to observe the landing gear, the following phraseology will be used:

(i) If the gear appears to be in a normal position to the control tower personnel:

"Landing gear appears to be down and in place."

(ii) If it does not appear to be normal a description of the appearance should be given, such as:

"Right wheel is retracted"; or "Left wheel does not appear to be in place."

(17) If an aircraft cannot be cleared to land and it is desired that it continue to circle the field, the following phraseology will be used:

"Circle the field."

(18) When it is desired to delay an aircraft to effect separation and a circle of the field would take more than the required time, the following phraseology will be used if circumstances permit:

"Make a short circle to your (right or left) from present position."

(19) When an aircraft is on final approach and it becomes necessary to can-

³³When describing location, description such as "to your right," "above you," "one mile ahead of you," etc., is much more satisfactory than "north of you," "one mile east of you," etc.

cel the landing clearance, the following phraseology will be issued:

"Pull up and go around."

(c) *Description of essential local traffic.* Essential local traffic shall be described so as to facilitate recognition by pilots, as follows:

(1) Military traffic: Military traffic shall be described by one of the following service classifications: "Bomber," "Transport," "Observation," "Primary trainer," "Basic trainer," or "Fighter." When describing "Transport" aircraft the name of the service shall be used preceding the word "Transport," as for example, "Navy transport." Jet propelled aircraft shall be so described.

(i) Military traffic may be described by military type designation to military and other pilots known to be familiar with such designations. The military type designation of military aircraft shall be spoken as a group figure (instead of a serial figure) in radiotelephone communications in accordance with the following examples:

"P forty."
"B seventeen."
"C fifty-four."
"PBY."
"SNJ."
"TBF."

(2) Air-carrier traffic:

(i) Air carrier traffic shall be described to air carrier pilots by use of the abbreviated name of the air-carrier operator, followed by the trip number. Examples:

"American fifteen."
"United six."

(ii) Air-carrier traffic shall be described to other than air-carrier pilots as described above, except that the name of the aircraft shall be used in lieu of the trip number. Examples:

"American DC-4."
"Mid-Continent DC-3."

(3) Civil nonscheduled traffic: Civil nonscheduled traffic shall be described by at least the name of the manufacturer. The model, type, or color of the aircraft also may be used to facilitate identification. Examples:

"Waco-cabin."
"Beechcraft."
"Green Stinson," etc.

(d) *Phonetic alphabet.* (1) When necessary to identify any letter of the alphabet the standard phonetic alphabet is to be used. This alphabet is listed below:

Letter:	Spoken as	Letter:	Spoken as
A	"Able."	N	"Nan."
B	"Baker."	O	"Oboe."
C	"Charlie."	P	"Peter."
D	"Dog."	Q	"Queen."
E	"Easy."	R	"Roger."
F	"Fox."	S	"Sugar."
G	"George."	T	"Tare."
H	"How."	U	"Uncle."
I	"Item."	V	"Victor."
J	"Jig."	W	"William."
K	"King."	X	"X-ray."
L	"Love."	Y	"Yoke."
M	"Mike."	Z	"Zebra."

(e) *Statement of figures in radiotelephone transmissions.* (1) *Statement of figures to indicate ceiling heights, flight*

levels, and upper air levels. These figures, in numbers smaller than 12,000, shall be spoken in even hundreds and thousands of feet. These figures in the number 13,000 and larger numbers shall be spoken as for example, "one three thousand." Examples follow:

Number:	Statement
500	"Five hundred."
1,300	"One thousand three hundred."
4,500	"Four thousand five hundred."
10,000	"Ten thousand."
12,000	"Twelve thousand."
13,000	"One three thousand."

(2) *Statement of serial figures.* All figures, other than the types listed in § 26.50-64 (b) (3) (i), (ii), and subparagraphs (1) and (4) of this paragraph, shall be spoken individually. Examples:

Number:	Statement
18143	"One eight one four three."
26075	"Two six zero seven five."

The above includes aircraft identification numbers. A Waco, NC1746 would be identified as, for example, "Waco one seven four six."

(i) The figure "0" shall be spoken "zero" when it occurs alone or in a group of figures other than those described in § 26.50-64 (b) (3) (i), (ii) and in subparagraphs (1) and (4) of this paragraph.

(3) Time shall be stated in exactly four figures (except as noted in (i) of this subparagraph) utilizing the 24-hour clock basis. The hour shall be stated by the first two figures and the minutes by the last two figures. Examples:

Time:	Statement
0000 (Midnight)	"Zero zero zero zero."
0920 (9:20 a.m.)	"Zero nine two zero."
1200 (noon)	"One two zero zero."
1643 (4:43 p.m.)	"One six four three."

(i) Time may be stated in minutes only (two figures) in airport traffic control radiotelephone communications when no misunderstanding is likely to occur.

(ii) Time shall be stated to the nearest minute unless a time check is required, in which case the time should be stated to the nearest quarter minute. Example:

11:05.17 "One one zero five and one quarter."

(iii) The 25-hour clock day begins and ends at 0000 (midnight). The last minute of the last hour begins at 2359 and ends at 0000, which is the beginning of the first minute ending at 0001 of the first hour of the next day.

(4) Field elevations shall be stated in feet in accordance with the following examples:

10 feet.	"Field elevation one zero."
75 feet.	"Field elevation seven five."
583 feet.	"Field elevation five eight three."
600 feet.	"Field elevation six zero zero."
1,850 feet.	"Field elevation one eight five zero."
2,500 feet.	"Field elevation two five zero zero."

(f) *Procedures, words and phrases.* (1) The following procedure words and phrases, which have been adopted in the

Combined United States-British Radio Telephone Procedure, shall be used in airport traffic control radiotelephone communication when applicable:

Word or phrase	Meaning
"Roger"-----	"I have received all of your last transmission." (Under no circumstances to be used as an affirmative.)
"Acknowledge"-----	Used by originator. "Let me know that you have received and understand this message."
"How do you hear me?"	Self-explanatory.
"Speak slower"-----	Self-explanatory.
"Stand by"-----	If used by itself means "I must pause for a few seconds." If the pause is longer than a few seconds, or if "Stand by" is used to prevent another station transmitting, it must be followed by the ending, "out."
"Repeat"-----	Self-explanatory.
"I will repeat"-----	Self-explanatory.
"Verify"-----	"Check coding, check text (subject matter) with the originator and send correct version."
"Affirmative"-----	"Yes."
"Negative"-----	"No."
"Message for you"-----	"I wish to transmit a message to you."
"Send your message."	"I am ready for you to transmit."
"Read back"-----	"Repeat all of this message back to me exactly as received after I have given 'Over'."
"That is correct"-----	Self-explanatory.
"Words twice"-----	(a) As a request: "Communication is difficult. Please send every phrase twice." (b) As information: "Since communication is difficult, every phrase in this message will be sent twice."
"Correction"-----	"An error has been made in this transmission (or message indicated). The correct version is-----"
"Wrong"-----	"What you have just said is incorrect. The correct version is-----"
"Break"-----	"I hereby indicate the separation of the text from other portions of the message." To be used only when there is no clear distinction between the text and other portions of the message.
"Over"-----	"My transmission is ended. I expect a response from you."
"Out"-----	"My transmission is ended. I do not expect a response from you."

(g) *Abbreviation for Air Route Traffic Control.* (1) The abbreviation "ATC" will be used to indicate Air Route Traffic Control and/or Air Route Traffic Control centers; example, "ATC clears Eastern four," etc.

(h) *Identification of aircraft at night.* (1) In addition to the prescribed provisions for identification of aircraft in the

radiotelephone procedure, further identification and location of aircraft may be established, during the hours of darkness, by requesting the pilot to show a landing light, as "TWA nine show a landing light."

(i) *Radio control of aircraft not transmitter equipped.* In addition to the prescribed radio operating procedure, the following procedure is established for use in connection with control of aircraft in which radio equipment is limited to receivers:

(1) Broadcasts of airport traffic control clearances or information to VFR traffic, requiring acknowledgment from the pilot, shall provide for such acknowledgment in the following manner:

(i) When the aircraft is on the ground within the range of vision of the controller, the pilot shall be requested to acknowledge receipt of the broadcast by movement of ailerons or rudder, whichever action may be observed more readily, as:

"Acknowledge by moving ailerons," or
"Acknowledge by moving rudder."

(ii) When the aircraft is in the air the same purpose will be achieved by including a request to acknowledge receipt of the broadcast by rocking the wings, as:

"Acknowledge by rocking your wings."

(iii) When the aircraft is either in the air or on the ground, during the hours of darkness, the same purpose will be achieved by requesting the pilot to blink his landing lights, as:

"Acknowledge by blinking your landing or navigation lights."

§ 26.50-66 *Local traffic information (CAA rules which apply to § 26.50)*—(a) *Essential local traffic.* (1) When operating under visual flight rules it is the responsibility of the pilot to avoid collision with other aircraft. However, due to the restricted space on and around landing areas, it is often essential that traffic information be issued to aid the pilots to avoid collision between aircraft. Essential local traffic shall be considered to consist of the following:

(i) Traffic within the control zone.
(ii) Ground traffic.

(2) Essential traffic within the zone shall include all known traffic in the control zone which might constitute a hazard to the operation of the aircraft concerned.

(3) Essential ground traffic shall include any aircraft, vehicle, or personnel on the landing area or in a designated loading or parking area which might constitute a hazard to the operation of the aircraft concerned.

(b) *Issuance.* (1) Detailed essential local traffic information shall be issued when, in the judgment of the controller, such information is necessary in the interests of safety, or when requested by a pilot.

§ 26.50-67 *Information on field conditions (CAA rules which apply to § 26.50)*—

(a) *General.* (1) Essential information on field conditions is information, necessary to safety in the operation of aircraft, which pertains to the landing area or any facilities usually associated therewith.

For example, construction work on a taxi strip not connected to the runway in use would not be essential information to any pilot except one who might wish to taxi in the vicinity of the construction work. As another example, if all traffic must be confined to runways, that fact should be considered as essential field information to any pilot not familiar with the airport. (See fig. 9.)

(2) The following field conditions shall be included as essential field information to all pilots:

(i) Construction work along or near the runway in use.

(ii) Rough portions of the landing area proper whether marked or not.

(iii) Any maintenance apparatus or workmen on or near any portion of the landing area a pilot might elect to use.

(iv) Slippery condition of runways or taxiways.

(v) Snow piled or drifted on the landing area proper, and width and length of cleared runway, if known.

(vi) Failure or irregular functioning of any portion of the field lighting system.

(vii) Aircraft parked close to runways or taxiways.

(b) *Responsibility for notification of field conditions.* (1) The agency which operates the airport shall be responsible for notifying the chief airport traffic controller of current field conditions.

(c) *Description.* (1) Information on field conditions shall be stated concisely and clearly. Examples:

1. "Mower on west side of field."
2. "Construction work on north end of field."
3. "Repair trucks near center of field."

(d) *Issuance.* (1) Essential information on field conditions shall be given to every pilot concerned, either directly or indirectly, in sufficient time for the pilot to make proper use of such information.

§ 26.50-68 *Preventive control (CAA rules which apply to § 26.50)*—(a) *Description.* (1) "Preventive control" may be defined as a system of control whereby useful preventive advice is given to pilots of aircraft in the air and a routine approval of the pilot's anticipated actions are eliminated. In other words, the pilot is expected to continue flight including landing in a normal manner unless otherwise advised by the airport traffic controller.

(b) *Control of ground traffic.* (1) The airport traffic controller is concerned with the movements of taxiing aircraft, personnel, and vehicular traffic in exercising ground control. Taxiing aircraft offer the greatest problems, due to the fact that the visibility is so limited in most aircraft while in a taxiing position that obstructions such as personnel, vehicles, or other aircraft may not be readily seen even by the most careful pilots. Therefore, the controller must issue explicit warnings as to the proximity of other obstructions for all taxiing traffic. This requires that the control of ground traffic be identical with the control of ground traffic previously outlined under § 26.50-62.

(c) *Control zone procedures.* (1) Procedures for controlling traffic within

and entering the control zone may be subdivided as follows:

(i) Traffic joining the traffic pattern: Traffic joining the traffic pattern is primarily interested in obtaining information as to field conditions, runway-in-use, and the wind direction and velocity. This information should be given when the aircraft makes its initial radio contact at the contact reporting point, or approximately 15 miles from the airport. It is expected that the pilot of the aircraft joining the traffic pattern will properly space himself so that the proper separation will be maintained on the final glide for landing.

(ii) Traffic in the traffic pattern: The traffic in the traffic pattern must be properly spaced at all times. This may be accomplished by advising one pilot to make a wider turn, or another pilot to make a shorter turn, or any other pertinent information. The aircraft which are actually in the traffic pattern should be aware of the runway-in-use by the time the traffic pattern is entered and, therefore, the only clearances which should be issued to such traffic are those necessary to obtain proper spacing.

(iii) Landing traffic: If the aircraft in the traffic pattern are properly spaced it will be unnecessary to issue detailed clearances to the landing traffic, such as "cleared to land." Rather, only prohibitive signals which will prevent collision will be issued. For example, one of two aircraft on final approach should be

advised to "pull up and go around" if their separation is less than the prescribed minimum.

(iv) Taking-off traffic: All taking-off traffic shall be positively controlled inasmuch as such aircraft are taxiing traffic until the actual take-off is commenced.

(d) Conditions under which preventive control may be applied. (1) Preventive control has an immediate application at locations which have one or more of the following types of activities:

1. Air Force or Navy primary flying schools.

2. Air Force or Navy transitional training schools.

3. Locally based squadrons or groups of military aircraft.

4. Local civilian operators or schools.

(i) In such cases mutual agreements and arrangements must be made with the responsible heads of these groups prior to the inauguration of preventive control. Such control is not to be employed for transient aircraft.

§ 26.50-69 Authorizing VFR operations in a control zone clear of clouds and/or when the ceiling or visibility is below basic VFR minimums (CAA rules which apply to § 26.50). (a) VFR operations (flight "clear of clouds") will be authorized in a control zone if traffic conditions permit, when the official ground visibility is less than 3 miles and/or the ceiling is less than 1,000 feet. (The official weather observation for the

airport about which the control zone is centered should be used where observations are made at more than one airport in the zone.)

(1) When ground visibility is less than 3 miles and/or the ceiling is less than 1,000 feet, a traffic clearance must be obtained before flying in the traffic pattern or landing or taking off at an airport in the control zone. When flight visibility is less than 3 miles and/or the ceiling is reported less than 1,000 feet, a traffic clearance must be obtained before flying in the control zone. As a guide for controllers in authorizing local VFR operations (shooting landings, etc.) under these conditions, provisions should be made for the recall of the aircraft flying locally if traffic conditions become too congested to permit continuance of the local flights. The most practical method of doing this is to require the locally flying aircraft to be equipped with a functioning receiver and require the pilot to guard the control tower frequency. Thus, the pilot can be recalled or directed away from other traffic as necessary.

(2) VFR operations clear of any cloud formation (less than 500 feet vertically and 2,000 feet horizontally) will be authorized in the control zone provided separation between the VFR aircraft and any IFR traffic flying in such cloud formation is maintained in accordance with IFR separation standards.

(b) Operation of signal to indicate ground visibility of less than 3 miles and/or a ceiling of less than 1,000 feet. (1) The following procedures shall be observed when the ground visibility is officially reported to be less than 3 miles and/or the ceiling less than 1,000 feet.

(i) Operate the appropriate light signal.

(a) Rotating beacon during daylight hours.

(b) Flashing wind direction indicator lights between sunset and sunrise.

(ii) Recall all aircraft operating in the traffic pattern without a clearance.

(c) Authority for issuance of traffic clearances to VFR operations. (1) The airport controller shall coordinate with the appropriate center prior to issuing traffic clearances for VFR flight in a control zone at less than the basic VFR weather minimums (500 feet vertically and 2,000 feet horizontally from clouds and 3 miles visibility and a ceiling of 1,000 feet.)

§ 26.50-70 Operating instructions for Airport Traffic Control towers (CAA rules which apply to § 26.50)—(a) General—

(1) Purpose. The purpose of these instructions is to provide standard operating instructions for all airport traffic control towers. Only the broad phases of operation are included herein and it is expected that each operating agency will provide such additional detailed instructions as are necessary for efficient operation.

(2) Supervision of towers. Each operating agency shall establish and designate a person responsible for the supervision and operation of each airport traffic control tower. All other airport traffic control personnel, when on official duty in an airport traffic control tower, will be responsible to and governed by the person in charge. When more than

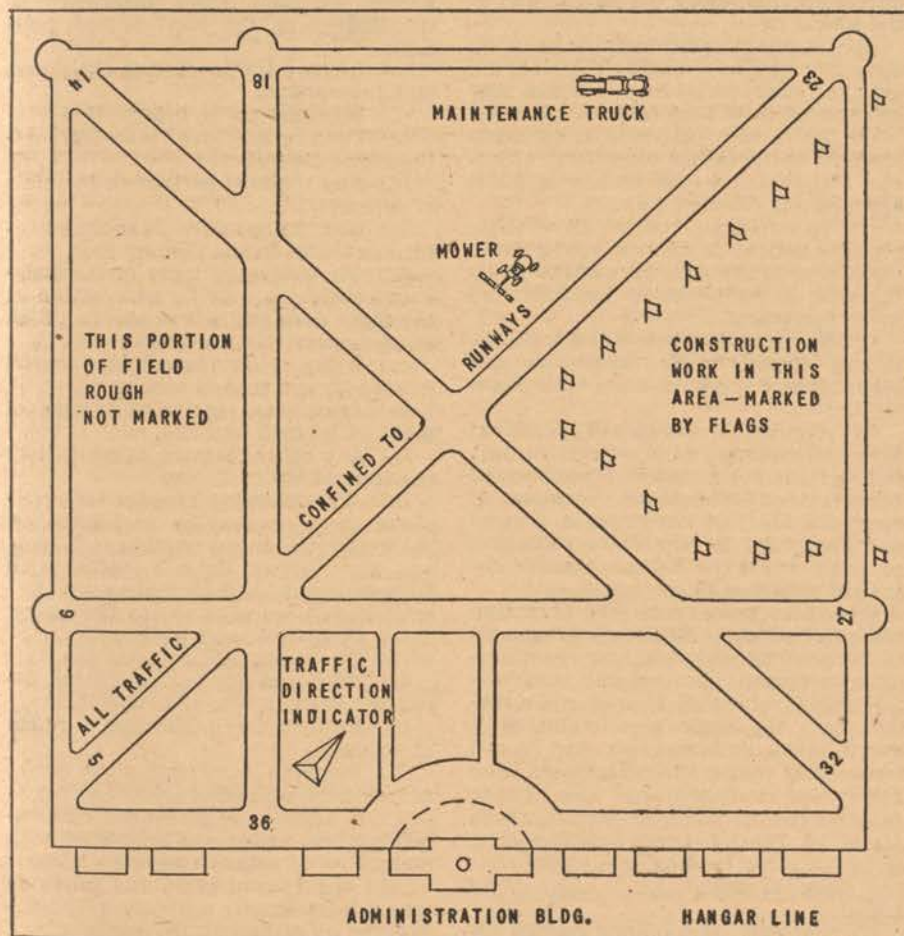


FIGURE 9—Typical airport showing various field conditions.

one person is on watch in the tower, one controller shall be designated as the "supervising controller" in charge of the watch.

(b) *Positions of operation*—(1) *General*. Each person on duty in an airport traffic control tower shall, while controlling or aiding in the control of air traffic, occupy one or more positions of operation. These positions of operation shall be established for the purpose of defining specific duties and fixing responsibility for the performance of prescribed functions, and shall be defined as follows:

(i) *Local control position*: The following are specific duties of this position of operation in addition to such supplementary duties as may be assigned by the chief controller:

(a) To issue airport traffic control clearances and information, in accordance with applicable Civil Air Regulations, governing all air traffic and vehicular traffic on the landing area, air traffic departing from the landing area and air traffic operating in accordance with VFR in the control zone.

(b) To guard radio frequencies of all aircraft regularly using the landing area and such special frequencies as may be required from time to time.

(c) To issue essential local traffic information, as required, to pilots of aircraft taxiing on or in the vicinity of the landing area.

(d) To furnish to pilots of aircraft taxiing on, and in the vicinity of the landing area, information concerning field conditions, altimeter settings, and time checks as required.

(e) To forward to the local Weather Bureau office and the appropriate center pilot weather reports as received and reports based upon personal observation of weather conditions from the control tower.

(f) To notify operations offices, fire departments, police and ambulance services, as necessary, in the event of an accident or fire on or in the vicinity of the airport.

(g) To study and initial all weather reports, notices to airmen, and reports pertaining to the condition of the landing area or tower operating equipment.

(h) To operate the appropriate airport lighting facilities as required by aircraft using the airport.

(i) To perform the duties of approach control if personnel are not assigned to that position.

(ii) *Flight data position*: The following are specific duties of this position of operation in addition to such supplementary duties as may be assigned by the chief controller:

(a) To assist, as directed by the supervising controller in the issuance of airport traffic control clearances and information and in the operation of control tower equipment.

(b) To copy, and relay as necessary, all communication received over the interphone or telephone facilities.

(c) To relay air route traffic control clearances and other control messages as instructed by an air route traffic control center.

(d) To copy and relay, as directed, reports and information received by radio.

(e) To properly post all required flight plans, flight progress reports, arrival reports, and departure reports.

(f) To study and initial all weather information and notices to airmen and post such material on the designated board.

(g) To provide for the continuous recording of radio transmissions by changing voice records promptly, as they are completed, at locations where voice recorders are installed.

(h) To record air route traffic control messages and clearances on appropriate forms.

(i) To record flight plans received from pilots (either by radio, interphone, or telephone) on appropriate forms.

(j) To maintain airport traffic control operating forms.

(iii) *Approach control position*: The following are specific duties of this position of operation in addition to such supplementary duties as may be assigned by the chief controller:

(a) To direct, under the general supervision of the chief controller, the control activities of a control tower during a tour of duty.

(b) To supervise all positions of operation to insure adequate separation between air traffic under the jurisdiction of the tower.

(c) To issue air traffic control clearances and information in accordance with applicable Civil Air Regulations, to aircraft which are operating in accordance with IFR under the jurisdiction of the tower.

(d) To guard radio frequencies of all aircraft regularly using the landing area and such special frequencies as may be required from time to time.

(e) To furnish information concerning field and weather conditions, altimeter settings, and time checks to pilots approaching the landing area.

(f) To study and initial all weather reports, notices to airmen, and reports pertaining to the condition of the landing area, associated radio facilities, and tower equipment.

(g) To supervise, direct, and train assistant airport traffic controllers and other junior personnel on the same watch.

(iv) *Combining positions of operation*: When the number of personnel on duty is less than the number of positions of operation outlined above, positions of operation shall be combined in a manner prescribed by the chief controller so as to obtain the highest possible degree of efficiency in operation.

(c) *Radio procedures*—(1) *Guarding radio frequencies*. The supervising controller shall be responsible for maintaining a continuous guard of standard military, naval, and civil aircraft radio frequencies. He shall also maintain a guard, when necessary, on any special frequencies that may be required. The supervising controller shall also provide for the maintenance of a continuous guard of control tower transmissions from any other landing area in the control zone in which he is controlling traffic.

(i) Normally, the volume control on receivers guarding aircraft frequencies shall be adjusted so as to permit the

easy reception of normal calls from aircraft over or in the vicinity of all contact reporting points. The volume shall not be reduced on any receiver on which a continuous guard is being maintained, except as follows:

(a) The volume on any receiver or speaker may be momentarily reduced to permit the separate reception of transmissions which might be otherwise unintelligible.

(b) The volume may be reduced momentarily when transmission from an aircraft might be annoyingly loud because of the nearness of the aircraft.

(c) The volume may be reduced when either local or general electrical disturbances make it advisable in order to hear any transmission at all but should be increased to normal volume as soon as possible.

(i) Tower personnel should check the receivers at least once during each watch to ascertain whether they are operating since failure of this equipment may occur without the knowledge of the personnel on duty. The receiver check may be accomplished by turning the noise suppressor off and increasing the volume until background noise is heard.

(2) *Transmission of radiotelephone messages*. An airport traffic controller on duty shall be responsible for all radiotelephone transmissions emanating from the position, or positions, of operation under his jurisdiction.

(i) The following types of radiotelephone messages shall ordinarily be transmitted by the local control position:

(a) Airport traffic control clearances and instructions.

(b) Essential traffic information.

(c) Field conditions, altimeter settings, and time checks.

(d) Any message pertaining to safety of aircraft.

(e) Instructions to radio equipped vehicular traffic on the landing area.

(ii) The following types of radiotelephone messages may be transmitted by the flight data position at the discretion of the supervising controller:

(a) Relay of air route traffic control clearances and control messages.

(b) Acceptance and confirmation of flight plans filed by radio.

(c) Any other message authorized by the supervising controller.

(iii) The following types of radiotelephone messages may be transmitted by the approach control position to holding and approaching aircraft operating on an instrument flight plan after such aircraft have been assigned to the tower:

(a) Clearances and instructions.

(b) Essential traffic information.

(c) Field and landing conditions, altimeter settings, and time checks.

(d) Any message pertaining to safety of aircraft.

(3) *Relaying information or advice not directly associated with traffic control*. In addition to traffic control communications which are associated with prevention of collision between aircraft within the control zone, the following communications are authorized for handling by an airport traffic controller:

(i) Messages pertaining to the operation of the aircraft authorized for trans-

mission by the commanding officer or the representative of the airport management.

(ii) Messages pertaining to the operation of the aircraft authorized for transmission by a representative of an aircraft operator to the aircraft of such operator.

(iii) Any message pertaining to safety of aircraft.

(d) *Operation of interphone facilities*—(1) *General.* Interphone facilities are maintained to provide rapid voice communications service between agencies for the exchange of information pertinent to the control of air traffic.

(i) The interphone system is divided into two categories: "local" circuits, which may consist of individual circuits between airport traffic control towers and various agencies in the vicinity, or may consist of a single circuit connecting all the agencies in the immediate vicinity of an airport; and "long line" circuits, which may connect two or more widely separated communications stations, towers, operations offices, and air route traffic control centers.

(ii) An airport traffic control tower shall be the coordinating office of any local interphone system originating in the control tower. If such system also serves an airway communications station, coordination shall be effected jointly by both the station and tower.

(2) *Communications authorized for transmission on interphone systems.* Interphone systems are maintained to permit the rapid handling of communications required to effect the control of air traffic. Authorized communications are those required for the control and safety of air traffic. A partial list of authorized material follows in the general order of importance. Priority shall be determined by the relative importance of a message to the control of air traffic, rather than by strict adherence to the order as listed herein.

(i) Emergency communications are communications concerning accidents, suspected accidents, and situations directly endangering life and property. Communications relative to accidents may be continued until essential information has been transmitted to all concerned, but shall not receive emergency classification after the emergency period has passed.

(ii) Movement and control messages and plain English equivalents of "Q" signals pertaining to aircraft movements shall receive priority over other than emergency communications.

(a) When two or more movement or control messages are on hand for transmission their priority shall be in the following order, except that the order may be modified by consideration of the time element involved and their relative importance to the control of air traffic:

1. Clearances and control instructions.
2. IFR movement messages:
 - a. Flight plans;
 - b. Progress reports;
 - c. Arrival reports.
3. VFR movement messages.

(iii) Notices to airmen: Each control tower shall compile a list of local aids to air navigation which may affect its op-

erations. Malfunctioning of such aids shall be reported to the appropriate communications station for issuance of a notice to airmen and to the appropriate center for information.

(3) *Interphone operating procedures.* Conversations shall be as brief and concise as possible without undue hesitation and in a uniform flow of language. Every effort shall be made to enunciate clearly and distinctly, paying special attention to numerals. Use of such words as "guess" and "think" is undesirable.

(i) When any doubt exists concerning the accuracy of a received message, the complete message or the essential parts should be repeated back to the sender for verification. Transmitting personnel may also request that a message be repeated back by the receiving personnel.

(ii) "Q" signals shall be transmitted by means of their plain English equivalents. Station identifications shall not be spelled, but the name of the location spoken.

(iii) Low priority traffic may be interrupted for the transmission of high priority traffic, not subject to delay. For example, the continuous transmission of a series of flight plans may be interrupted for the transmission of a traffic control clearance.

(iv) The domestic phonetic alphabet should be used to indicate single letters, initials, or for spelling words whenever similar sounds or difficulties in transmission make such use necessary.

(v) When the origin and destination of a message are on the same circuit, the message shall be filed with the air route traffic control center, which will then make delivery to all concerned. However, local arrangements may be made with the appropriate air route traffic control center to depart from this principle when desired.

(vi) Operating initials: All personnel using interphone circuits shall use two-letter operating initials. The first and last initials of the operator's name should be used when appropriate. Any two letters, however, may be used to avoid confusion due to similarity of sounds. Letters having similar sounds, such as "B" and "P" and letter combinations which are difficult to pronounce should be avoided.

(4) *Methods of originating and completing interphone contacts.* The following outlined procedures and phraseologies shall be used when initiating and completing contacts on standard interphone facilities:

(i) Voice calls and answers: Drops on the long-line interphone system shall be known by the name of the location followed by the name or standard abbreviation of the organization or facility. (On local interphone circuits, the "location" may be omitted.) Examples:

"Memphis control."
 "Westover tower."
 "Patterson operations."
 "Norfolk Navy tower."
 "Fort Wayne TWA."
 "Casper radio."

(a) Initiate the call by use of prescribed procedures. If voice signaling is used, state the voice call of the organization desired, followed by the word "from"

and the voice call of the organization calling.

(1) All calls shall be answered by stating the voice call of the organization answering the call.

(2) Each communication shall be preceded by a term indicating the type of message to follow, such as "flight plan," "clearance," "arrival," "progress report," etc. Messages of an emergency nature shall be preceded by the word "emergency." In voice signaling the descriptive term shall be incorporated in the call, as the last item of the call.

(3) Each message shall be terminated by the operating initials of the transmitting personnel.

(4) Personnel shall acknowledge receipt of messages by stating their operating initials.

(5) All contacts are completed by air route traffic control center personnel, by stating the time in two figures to the nearest minute.

Example: (Mechanical signaling (inbound to center)):

(Center): "Cleveland control (answering mechanical signaling)."

(Tower): "Buffalo tower, arrival report."

(Center): "Go ahead."

(Tower): "(Proceeds with message), JL".

(Center): "HN, four six."

(b) Except in the transmission of "emergency" messages, continuous calling should be tempered by good judgment. Stations should realize that air route traffic control centers often have only one person assigned to answer calls on two or more circuits. Air route traffic control centers should understand that communications stations, towers and operations office personnel are often engaged in duties such as weather observations, radio contacts, or outside telephone calls, which may delay the answering of interphone calls.

(5) *Connection of circuits.* Circuits will be connected only upon request or approval being received from an air route traffic control center, except that circuits may be connected at the request of a communications station or control tower adjacent to a control boundary, so located that a connection is necessary in order to communicate with the adjacent air route traffic control center.

(i) Request for connection of circuit shall be made in accordance with the following:

"Fresno radio. This is Burbank control; connect Oakland control."

(Fresno signals Oakland control and connects circuits. Message is completed in accordance with standard procedures.)

"Fresno radio. This is Burbank control; release Oakland control."

(Fresno disconnects circuits.)

(6) *Reporting arrivals and departures.* The times of arrival and departure of all aircraft for which flight plans or clearances have been received, shall be reported promptly to the appropriate air route traffic control center or communications station.

(i) The times of arrival and departure as required above shall be exact as established upon the following basis:

(a) Arriving aircraft shall be reported as "arrived" at the time the wheels touch the ground and it is apparent that the landing will be completed.

(b) Departing aircraft shall be reported as "departed" at the time the wheels leave the ground.

(7) *Relaying position reports from pilots of aircraft en route.* Normally, pilots of aircraft en route will make position reports to United States interstate airway communications stations, Air Force or Navy communications stations, or private facilities. While pilots should be encouraged to continue this practice, airport traffic controllers shall not hesitate to relay such reports when they are addressed to the control towers. Pilots shall be referred to other communications agencies only if the service they request or need can be obtained in no other manner.

(8) *Relaying reports on condition of field or associated facilities.* When abnormal conditions concerning facilities which are pertinent to safety in the operation or traffic control of aircraft are observed by an airport traffic controller or are brought to the attention of the controller, such information shall, if warranted, be forwarded to the appropriate operations office, Civil Aeronautics Administration communications station and, if advisable, to the air route traffic control center within whose control area the tower is located.

(e) *Operation of field lighting system.*

(1) Boundary and obstruction lights and the rotating airport beacon shall be lighted continuously between sunset and sunrise, and in addition, the rotating beacon shall be lighted as necessary during the hours of daylight to indicate restriction of VFR operations within the control zone. At airports where no boundary lights are installed (or when boundary lights are inoperative), runway lights on the runway most nearly aligned with the wind, or the "calm wind" runway when appropriate, shall be lighted between sunset and sunrise.

(1) The commanding officer of a military establishment may establish hours of operation of the field lighting system not in accordance with the above. In such cases the commanding officer shall assume the responsibility for such operations.

(2) *Floodlights and runway lights:* Floodlights and runway lights, except as outlined above, shall be used in accordance with the following:

(i) As soon as the pilot of an aircraft is cleared to taxi out, the taxiways which he is to use shall be illuminated and as the pilot approaches the take-off position, the runway lights for the runway in use shall be switched on. The floodlights shall not be turned on until the pilot has taxied onto the runway and is facing the direction for take-off. The floodlights and the runway lights shall not be turned off until the pilot has cleared the edge of the field or requests that they be turned off.

(ii) When a pilot is approaching to land, the runway lights shall be turned on as soon as the pilot reports in the control zone. The floodlights for the runway in use shall be lighted as soon as the aircraft is identified near the field unless the pilot requests that they be left off. In the latter event they shall be lighted briefly, before the aircraft enters the landing glide, to ascertain that

the landing area to be used is clear of obstacles. If the floodlights are used for a landing, they shall not be turned off before the pilot has turned onto a taxi strip, or intersecting runway, unless it is necessary for the pilot to taxi toward an unshadowed floodlight unit.

(iii) As far as practicable, the airport traffic controller shall light only those portions of intersecting runways and taxi strips which the pilot must use in taxiing to the administration building, hangar line, or parking area.

(f) *Altitude settings—(1) Recording and using altimeter settings.* The "altimeter setting" issued by the weather reporting station at 0130, 0730, 1330, and 1930 eastern standard time shall be recorded on a suitable altimeter record form. Immediately thereafter, provided that the average wind velocity does not exceed 45 miles per hour, the knob on the tower altimeter shall be turned until the reading on the barometric scale is exactly the same as the official altimeter setting. The "height setting" shall also be recorded and this will be used for reference data until the next official altimeter setting is received from the weather reporting station. In the event the average wind velocity at the stated hours exceeds 45 miles per hour, the instructions relative to turning the knob on the altimeter and determination of the height setting will not be effective and the previously determined height setting will remain in use until a height setting can be obtained when the average wind velocity is less than 45 miles per hour.

(i) When the existing altimeter setting is requested by a pilot, the airport traffic controller shall turn the knob of the altimeter until the hands of the instrument indicate the same altitude as the last determined height setting. The existing altimeter setting will then be indicated on the barometric scale of the altimeter.

(ii) Whenever adjusting the altimeter to obtain a reading, the vibrator shall be operated so as to eliminate any lag in movement of the altimeter needle.

(iii) Pressure-altitude, when required, shall be obtained from a table of altimeter settings and pressure altitudes compiled for the local landing area. If no such table is available, the pressure altitude may be obtained in the following manner:

(a) Determine the existing "altimeter setting."

(b) From NACA Report No. 538, Altitude-Pressure Tables Based on the United States Standard Atmosphere, or similar tables, obtain the altitude corresponding to the existing altimeter setting.

(c) Add the altitude obtained from the altitude-pressure table to the field elevation. The algebraic sum will be the "pressure-altitude."

(iv) At locations where approach control procedures have been established, the current altimeter setting shall be issued to the aircraft by the control tower in the initial contact if the aircraft is being controlled in accordance with the Standards for the Control of Instrument Flight Rule Traffic.

(g) *Visual reporting zone.* (1) It shall be the responsibility of all airport

traffic controllers to be fully apprised concerning exact locations of prominent landmarks which may be used by pilots as visual reporting points upon entering a reporting zone of 15 miles radius surrounding the airport. (See Fig. 10.)

(h) *Reporting information concerning aircraft in difficulty, aircraft accidents, and known hazardous conditions of flight.* (1) Whenever information becomes available to an airport traffic controller concerning aircraft in difficulty, an aircraft accident, or known conditions which are or may be hazardous to aircraft operations, such information shall be reported immediately to the air route traffic control center within whose control area the tower is located, to the airway communications station at the same location as the tower and to the local military offices if appropriate. The control tower shall render every possible assistance to the aircraft involved.

(i) In the event military aircraft are reported to be in difficulty, the airport traffic controller will also notify the local operations office and such other local military offices as the commanding officer may specify.

(2) *Local airport emergency procedures.* Appropriate written operations instructions covering in detail local airport emergency procedures shall be prepared by competent authority. These instructions shall clearly define the duties of airport traffic control personnel during emergency conditions, such as the invoking of crash procedures for an aircraft accident on the landing area, and shall be prepared in collaboration with a representative of the agency which operates the airport (airport manager or commanding officer, or both).

(3) *Reporting imminent and unexpected weather changes.* An airport traffic controller shall assist the local Weather Bureau observer by calling to his attention:

(i) Any differences between the actual weather conditions as observed from the tower and those indicated by the current report, and

(ii) Imminent changes in the weather whenever, because of their unexpectedness, there is some likelihood that they may not be observed immediately by the regular Weather Bureau personnel.

(4) *Dissemination of weather information observed by airport traffic control tower personnel.* Airport traffic control tower personnel may transmit to pilots and air route traffic control centers, without prior reference to the United States or service weather bureau, elements of weather information which can be directly observed in control tower by means of instruments, such as wind direction, wind velocity, and altimeter settings.

(1) The airport traffic control tower personnel may not transmit any observed elements of weather information requiring judgment of the observer, as to value, such as ceiling, amount of cloudiness, and visibility, unless such weather report has either been composed or verified by the United States or service weather bureau, or unless the controller is acting as an official weather observer and is properly certificated for the elements being reported.

(ii) Airport traffic control tower personnel may advise an air route traffic control center of observed weather information simultaneously with advising the Weather Bureau by means of conference on the interphone circuit.

(iii) The airport traffic controller may advise the appropriate center or pilots of observed weather in general terms, such as "thunderstorm east of the field," "large breaks in the overcast," "visibility is lowering to the west," or any other such general statements which do not give actual values of the elements. In such cases the United States or service weather bureau station shall also be advised of such information.

(iv) Airport traffic control tower personnel shall secure weather information, for use in responding to requests from pilots, from the nearest Weather Bureau station or from official weather reports. In no case shall one tower request distant weather information from a distant tower via long line interphone for transmission to pilots when such information is available from an official source at the location desiring the information.

(v) In order that the best possible visibility reports may be given to pilots in the vicinity of an airport, visibility observations will be taken from the control tower during periods when the visibility is less than 3 miles. Such observations will be taken by Weather Bureau personnel when available, and by control tower personnel when Weather Bureau personnel are not available. Stations where airway communications station personnel make airway observations will be considered as stations where Weather Bureau personnel are not available for assignment to the tower.

(a) Control tower personnel who make official visibility observations must be

properly certificated by the Weather Bureau.

(b) Whenever the visibility is reduced to less than 3 miles and this is first noted by control tower personnel, the Weather Bureau shall be notified immediately by interphone or other appropriate means.

(c) The Weather Bureau, upon notification or observation of a visibility of less than 3 miles, will assign an observer to the control tower if sufficient personnel are available. In the event that Weather Bureau personnel are not available, the Weather Bureau will notify the control tower to assume the duty of taking visibility observations.

(d) When the visibility has risen to 3 miles or more and indications are that it will remain 3 miles or more for an appreciable period, visibility observations shall revert to the Weather Bureau office. The Weather Bureau office shall be so notified by the Weather Bureau observer in the tower or the airport traffic controller.

(e) A record shall be maintained in the control tower on Weather Bureau Form 1130 of all visibility observations made from the control tower including the times of such observations. Each time observational duties are transferred from the Weather Bureau to the control tower or returned, or transferred from one observer to another in the control tower, the time and the initials of the observers involved shall be recorded on Form 1130 in the control tower and on the similar Form 1130 in the Weather Bureau. Completed Forms 1130 will be forwarded to the Weather Bureau office at the end of each month.

(5) *Reporting failure or irregularity of operation of equipment.* The airport traffic controller on duty shall immediately report any failure or irregularity of

operation of any apparatus, light or other device, used in controlling airport traffic as directed by competent authority.

(i) Competent authority shall be responsible for the issuance, through the adjacent communications station, of a suitable notice to airmen relative to any failure or irregularity of equipment which affects operation of the airport traffic control tower.

(6) *Maintaining file of permanent records of tower transmissions.* A file of permanent records of control tower radio transmissions shall be maintained where permanent-type recorders are furnished for this purpose. Completed records shall be filed chronologically and indexed for easy reference. Records may be disposed of only as prescribed by the operating agency.

(7) *Maintaining traffic tabulation with mechanical traffic counters.* Mechanical counters are normally used to record the number of local aircraft operations. However, where sufficient counters are provided, a tabulation of other types of operation may be so maintained.

APPROACH CONTROL—FAN MARKER APPROACH PROCEDURES

§ 26.50-81 *General (CAA rules which apply to § 26.50).* (a) Approach control is a service whereby airport traffic control towers issue traffic clearances to aircraft being controlled in accordance with IFR standards by communicating directly with pilots over the voice feature of the radio range, ILS localizer, or over a very high frequency channel of the control tower. Direct communications between the approach controller in the tower and the pilot who is flying under instrument conditions eliminates the

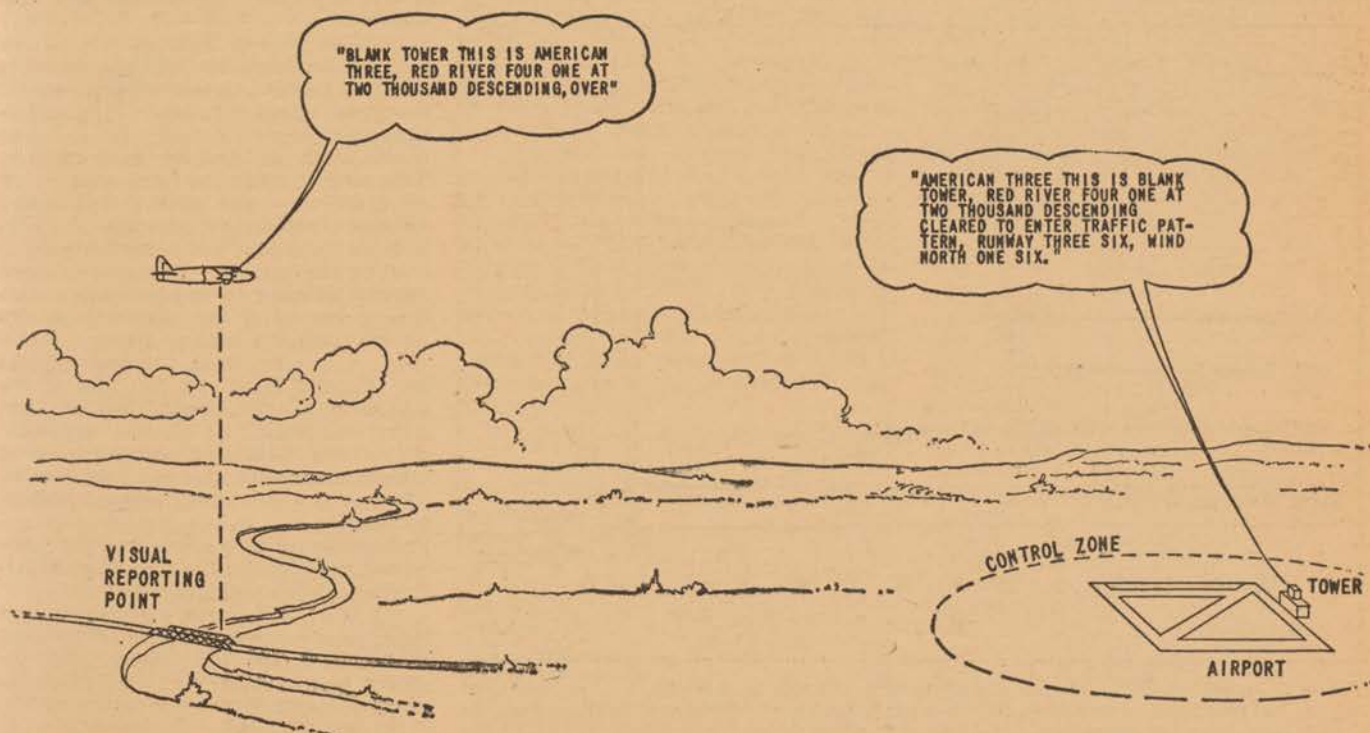


FIGURE 10—Report over a contact reporting point, and clearance to enter traffic pattern.

communications lag previously encountered, with a resultant saving in time for each instrument approach made. Coordination of traffic arriving and departing during adverse weather conditions is vested in the approach controller who is in a position to see the airport and aircraft in the vicinity and is therefore able to take advantage of every opportunity to safely expedite the flow of traffic on and around the airport. Control tower personnel can view the actual weather conditions and direct traffic to take advantage of breaks in clouds or other changes in weather conditions. (See fig. 11.)

§ 26.50-82 *Communications procedures (CAA rules which apply to § 26.50)*—(a) *Holding pattern.* (1) Under approach control procedures, aircraft will be cleared by the center to a holding fix (fan marker or other radio fix) with appropriate holding instructions. Instructions to hold "until further advised by (name of) approach control on (frequency)" are included so that the pilot will know on which frequency he will receive further clearances. The pilot is expected to establish communication with the approach controller when he arrives over the specified holding point, or at an earlier time if specified in his clearance.

(b) *Communications contacts.* (1) The following communications contacts are expected of the pilot under approach control procedures:

(i) Report to Approach Control the time and altitude of reaching the holding fix to which cleared by the center.

(ii) Report when vacating any previously assigned flight level for a newly assigned level.

(iii) Report when leaving the holding fix in-bound.

(iv) Advise Approach Control if contact approach is to be made.

(c) *Communications channels.* (1) When the voice feature of the radio range is being used for approach control communications and the pilot desires to listen to the navigational feature while executing an instrument approach, he may filter out the voice channel during his final approach. If the controller wishes to contact the pilot during this period, the attention signal of the range will be operated to indicate to the pilot that a message follows.

(2) Pilots should maintain communication by listening on the approach control frequency until cleared to change to the local control frequency (278 kc. or equivalent), or to the appropriate ground control frequency. (Note: VHF-equipped aircraft may be permitted to remain on the approach control frequency until landed, if the traffic load permits.)

(3) All clearances to departing aircraft (taxi clearances, wind direction and velocity, time check, altimeter setting, runway number, airway traffic control clearance, etc.) will normally be issued by the tower on the appropriate ground control frequency. If necessary, the tower may request the pilot to guard the approach control frequency after take-off for additional information.

§ 26.50-83 *Control procedures (CAA rules which apply to § 26.50)*—(a) *Control of holding aircraft.* (1) A fan marker (or other radio fix) located on the approach course of a radio range is utilized as a holding fix. Aircraft are stacked vertically at successive 1,000-foot levels, the lowest holding level being at least 1,000 feet above terrain, or the minimum instrument altitude, whichever is higher.

(2) Altitude separation is maintained throughout the approach sequence.

(3) Arriving aircraft will be cleared by the appropriate center to hold at an assigned altitude at the holding fix on the approach course of the radio range serving the airport of intended landing. Thereafter the control tower concerned will issue clearances to the pilots involved.

(4) In the event the holding fix is not received and the pilot has not received clearance for final approach, the last assigned altitude will be maintained to the radio range station and pilot should request further clearance.

(5) Each pilot in the approach sequence shall be given advance notice as to the time he should leave the holding marker on approach to the airport. The pilot should then arrange his flight path so as to leave the marker exactly at the designated time. Departure should be made at the designated time without further clearance from the tower, maintaining the last assigned altitude.

(6) When the reported ceiling is below the initial approach altitude authorized over the radio navigation facility at the point of intended let-down, the reported ceiling and visibility shall be included by the tower in the initial transmission to the aircraft and revised as necessary.

(b) *Control of approaches.* (1) The first aircraft will leave the holding fix at the time designated, and will commence descent when cleared for a straight-in approach to the airport. Normally the clearance to land will be issued at the time aircraft report contact or are sighted by the tower.

(2) The second aircraft will be instructed to descend to the altitude previously held by the first aircraft after the first aircraft has reported vacating that altitude.

(3) The second aircraft will be instructed to leave the holding fix at a specified time (determined by the shortest time interval between approaches the controller considers practicable), and to maintain the last assigned altitude. This aircraft will then be cleared for an approach (descent) when the preceding aircraft is sighted by the tower and reasonable assurance exists that a normal landing can be made. In some instances, approach clearance may be issued a minute or two after the aircraft has departed from the holding fix.

(4) The aircraft at the lowest holding altitude need not be held at the marker until the preceding aircraft is in sight, but should be given a departure time which will allow the pilot to proceed toward the range station (maintaining his altitude) and still be able to make a normal descent to the airport after approach clearance is received. This procedure will shorten the time interval between successive approaches.

(5) If clearance for approach is not received in sufficient time to permit normal descent, the last assigned altitude should be maintained to the range station and further clearance requested.

(c) *Determination of approach interval.* (1) Determination of the time

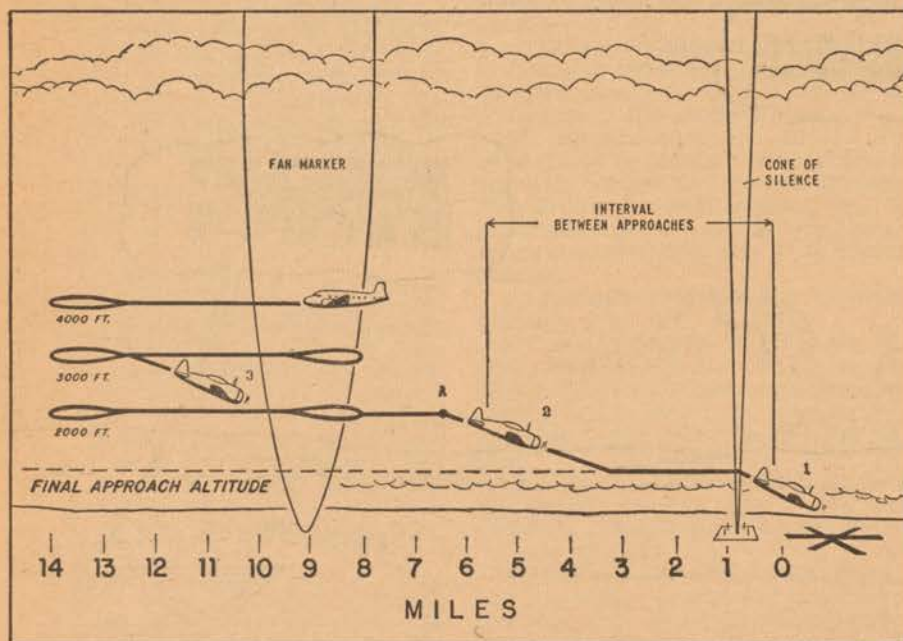


FIGURE 11.—Above diagram shows an aircraft holding at 4,000; No. 3 leaving 3,000 as instructed when No. 2 reported leaving 2,000; No. 2 has left fan marker at designated time maintaining 2,000 until approach clearance received (point A) where descent was started; No. 1 has been sighted, enabling the approach controller to clear No. 2.

interval to be used between successive aircraft making final approach is dependent on the speed of the aircraft, prevailing weather conditions and distance from the range station to the airport.

(2) Inasmuch as 1,000-foot vertical separation is maintained between aircraft at all times, the minimum time interval between aircraft cannot be less than 2 minutes if rate of descent is limited to not over 500 feet per minute. If the aircraft will arrive over the range station on instruments, an additional minute may be added to the minimum time interval to allow the pilot 1 minute of level flight prior to crossing the range station. If weather conditions are such that the pilot is liable to encounter difficulty in completing his landing, however, the time interval is increased sufficiently to allow the first aircraft to land before the second aircraft is cleared for approach.

(3) Succeeding aircraft will be cleared to descend when the next lowest altitude level has been reported vacated.

(d) *Missed approaches.* (1) In the event of missed approach, the pilot should follow missed approach procedures, climbing to missed approach altitude on the appropriate course and request further instructions. Succeeding aircraft of the sequence which have departed from the fan marker would under these circumstances be required to maintain their assigned altitudes and hold between the range station and the holding fix. The center shall be immediately advised of the missed approach and subsequent action coordinated between the tower and center.

§ 26.50-84 *Examples of phraseologies (CAA rules which apply to § 26.50)*—(a) *Clearance to holding fix.* (1) Clearance of aircraft to a holding fix (Edgewood) by an airway traffic control center for approach control purposes would be given in the following manner:

"Cessna one two three four cleared to Edgewood; maintain three thousand; hold on west course of Smithville range between Edgewood marker and point two minutes west until further advised by Smithville Approach Control on two five four kilocycles. Expect approach clearance at one six one two."

(2) The pilot would report his arrival over the holding fix to the approach controller in the tower as follows:

"Smithville Approach Control. This is Cessna one two three four, over Edgewood one five five seven at three thousand. Over."

(3) The approach controller in the tower would acknowledge over the voice channel of the radio range (254 kcs.), giving current ceiling and visibility (if required), altimeter setting, time check, and further clearance as necessary.

(b) *Example of control problem.* (1) Assume that three aircraft, Navy 1615 at 2,000 (No. 1), Air Force 1234 at 3,000 (No. 2), and Beechcraft 5678 at 4,000 (No. 3), have arrived at the holding fix (Edgewood) and have reported to the approach controller. Final approach altitude is 1,000 feet. Instructions and reports would be as follows:

Time	Identification	Instructions or reports
16:00	Approach control.....	"Navy 1615 cleared for straight-in approach to airport, report leaving 2,000 and Edgewood. Runway 36, wind north 8."
16:02	Navy 1615 (No. 1).....	"Leaving Edgewood and 2,000 at 02."
16:02	Approach control.....	"Air Force 1234 descend to 2,000 immediately, maintain 2,000, depart Edgewood in-bound at 16:07, report leaving 3,000 and Edgewood."
16:02	Air Force 1234 (No. 2).....	"Leaving 3,000."
16:03	Approach control.....	"Beechcraft 5678 descend to 3,000 immediately; maintain 3,000, depart Edgewood in-bound at 16:12, report leaving 4,000."
16:03	Beechcraft 5678 (No. 3).....	"Leaving 4,000."
16:07	Air Force 1234.....	"Leaving Edgewood at 07, maintaining 2,000."
16:08	Approach control.....	(Navy 1615 is sighted by tower and cleared to land.)
16:08	Approach control.....	"Air Force 1234, cleared for straight-in approach to airport, report leaving 2,000. Runway 36, wind north 8."
16:09	Air Force 1234.....	"Leaving 2,000."
16:09	Approach control.....	"Beechcraft 5678 descend to 2,000 immediately, maintain 2,000, report leaving 3,000 and Edgewood."
16:09	Beechcraft 5678.....	"Leaving 3,000."
16:12	Do.....	"Leaving Edgewood at 12, maintaining 2,000."
16:13	Approach control.....	(Air Force 1234 is sighted by tower and cleared to land.)
16:13	Approach control.....	"Beechcraft 5678, cleared for straight-in approach to airport, report leaving 2,000. Runway 36, wind north 8."
16:13	Beechcraft.....	"Leaving 2,000."
16:18	(Beechcraft 5678 sighted by tower.)

In the above example, although each aircraft required 6 minutes to proceed from the marker to the airport (in sight of tower), the interval between successive approaches was only 5 minutes. The aircraft at the lowest holding altitude need not be held at the marker until the preceding aircraft is in sight. See text § 26.50-83 (b) (4).

PROCEDURES FOR ALERTING SEARCH AND RESCUE FACILITIES

§ 26.50-101 *Introduction (CAA rules which apply to § 26.50).* The purpose of including these procedures in this manual is to insure standard research and rescue alerting procedures on the part of air traffic control. Air traffic control facilities do not have either direct or indirect control of rescue facilities. Therefore, it is necessary to specify air traffic control functions, responsibilities and procedures for alerting such facilities.

(a) *General.* The center, by virtue of the information it possesses regarding movements of aircraft, shall serve as the central point for the coordination of flight data and dissemination of aircraft movement information regarding air traffic within flight advisory areas.

(1) *Search and rescue.* Search and rescue information shall be provided by air traffic control to assist the associated air rescue agency by advising of aircraft believed, or known to be in need of rescue assistance by supplying pertinent information in relation to last known position, estimated present position, radius of possible action, position of other aircraft along the route of flight, and by acting as clearing agency for assembling other necessary data.

§ 26.50-102 *Safety center (CAA rules which apply to § 26.50).* A safety center, where established, shall consist of an air route traffic control center and a rescue coordination center. The air route traffic control center administers air traffic control and traffic advisory information service, within the limits of its responsibilities, whereas the rescue coordination center will administer the search and rescue service. When not adjoining or when necessary, the air route traffic control center and the rescue coordination center must be connected by telephone, interphone, teletype, or by other means of direct communication.

§ 26.50-103 *Alerting of organized search and rescue service (CAA rules which apply to § 26.50).* (a) Where an organized search and rescue service is in operation within a control area of flight advisory area, the notification regarding aircraft in distress shall be forwarded to the appropriate rescue agency by air traffic control. In flight advisory areas, where there is no air traffic control service established, similar action will be taken by the agency responsible for providing flight information service.

(b) Each air route traffic control center shall establish a coordinated plan, with the established rescue coordination center serving the control area of that center, to provide for the effective execution of responsibilities and procedures outlined below:

(1) When assistance to aircraft in distress is required, other than that provided by a flight information service, the rescue coordination center will be responsible for providing that assistance.

(2) When it is determined that an aircraft is in distress, the center having this information will be responsible for immediately notifying the appropriate rescue coordination center. In the event of an aircraft in distress being handled by airport traffic control or approach control, it will be the responsibility of such control to notify the air route traffic control center who will in turn notify the rescue coordination center. This shall not prevent airport traffic control or approach control from alerting local search and rescue agencies or notifying the rescue coordination center direct when the airport traffic control or approach control is not located within a control area.

(3) When an aircraft that is believed to be in distress is under the operational control of an operating agency, the air route traffic control center having this information will advise such operating agency and obtain concurrence that the aircraft is actually in need of assistance prior to notifying the rescue coordination center. However, if it is determined that an aircraft is actually in distress, such rescue coordination center may be advised before notifying the operating agency.

§ 26.50-104 *(CAA rules which apply to § 26.50). Alerting procedures.* (a) For purposes of alerting the rescue coordination center, Air Traffic Control will con-

sider aircraft to be in distress under the following circumstances:

(1) When information is received that an aircraft has definitely made a forced landing or is about to do so.

(2) When information is received which indicates that the operating efficiency of an aircraft has been impaired to the extent that a forced landing is likely.

(3) When overdue as defined for the particular route or region concerned.

(b) *Alerting information.* The following information is to be included in the alerting report to the rescue coordination center:

(1) Agency and person calling.

(2) Flight plan of aircraft and color, if known.

(3) Time last transmission received, by whom, and frequency used.

(4) Last position report, and how determined.

(5) Number of persons aboard.

(6) Time fuel expected to be exhausted.

(7) Whether or not two-way communication is available.

(8) Any action taken by reporting office.

(9) Other pertinent remarks.

(c) *Plotting aircraft in distress.* When an aircraft is in distress, the air route traffic control center shall plot the flight on a chart, utilizing previously reported positions and other available information. The probable future positions of the aircraft should be projected thereon as well as the radio direction finding fixes, if available. Positions of other known aircraft operating in the vicinity of the aircraft in distress and their probable future positions should also be plotted. Taking into consideration the known fuel supply, a maximum radius of action from the last known position shall also be plotted. All known information is to be forwarded immediately to the rescue coordination center.

These rules shall become effective upon publication in the FEDERAL REGISTER.

[SEAL]

F. B. LEE,
Acting Administrator of
Civil Aeronautics.

[F. R. Doc. 49-4688; Filed, June 20, 1949;
8:45 a. m.]

[Civil Air Regs., Amdt. 43-6]

PART 43—GENERAL OPERATION RULES

ELIMINATION OF SPIN TEST REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 15th day of June, 1949.

Part 43 currently requires that a student pilot, prior to making his first solo flight in spinnable airplanes, shall be given instruction in recovery from spins and stalls.

The spin requirement no longer serves any useful purpose as an operational requirement because of the elimination of spins from the pilot certification requirements. This amendment therefore deletes the spin requirement from the operation rules and in its place requires that a student pilot receive instruction in

the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR, Part 43, as amended) effective August 15, 1949:

By amending § 43.51 (c) to read as follows:

(c) He has been given instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(Secs. 205 (a), 601, 602, 52 Stat. 984, 1007, 1008; 49 U. S. C. 425 (a), 551, 552)

By the Civil Aeronautics Board.

[SEAL]

M. C. MULLIGAN,
Secretary.

[F. R. Doc. 49-4967; Filed, June 20, 1949;
9:01 a. m.]

TITLE 20—EMPLOYEES' BENEFITS

Chapter II—Railroad Retirement Board

PART 237—INSURANCE ANNUITIES AND LUMP SUMS FOR SURVIVORS

FILING DATE OF APPLICATION

Pursuant to the general authority contained in section 10 of the act of June 24, 1937 (sec. 10, 50 Stat. 314; U. S. C. 228j), § 237.803 of the regulations of the Railroad Retirement Board under such act (12 F. R. 2017; 12 F. R. 6358) is amended by Board Order 47-408, dated October 31, 1947, to read as follows:

§ 237.803 *Filing date of application.* An application for any payment under this part shall be considered filed with the Board as of the date it is received at an office of the Board, or the date it is delivered into the custody of a duly authorized field agent, specifically authorized to receive custody thereof in the district where delivery is made, whichever date is earlier: *Provided, however,* That if, in the adjudication of an application, filed by or on behalf of any person, for a payment under this part, it is determined that such person's interests would be adversely affected by the fact that the application mailed to the Board, was not received by the Board until the first business day following a Sunday or other non-work day on which the offices of the Board were closed, rather than on such Sunday or other non-work day, such application shall be considered as filed on such Sunday or other non-work day if it is established to the satisfaction of the Board that the application was mailed in sufficient time to have been received by the Board on such Sunday or other non-work day: *And, provided, further,* That if, in the adjudication of an application, filed by or on be-

half of any person, for a payment under this part, it is ascertained that, prior to the filing of the application, there had been filed with the Board, by or on behalf of such person, a statement, on a form prescribed by the Board, setting forth information showing that such person was eligible for such payment, the date on which such statement was received by the Board shall be considered the filing date of the application, in the absence of any indication that such person desires a later filing date: *And provided, further,* That if, in the adjudication of an application, filed prior to January 1, 1949, by or on behalf of any person, for a payment under this part, it is ascertained that, prior to January 1, 1947, there had been filed with the Board, by or on behalf of such person an application for benefits, based upon the death of an employee, under the Railroad Retirement Acts in effect prior to the 1946 amendments, such application for a payment under this part shall, in the absence of any indication that such person desires a later filing date, be deemed to have been filed as of January 1, 1947, if as of such date such person is otherwise eligible for such payment; for the purpose of this proviso, an application filed prior to January 1, 1947, by the widow of the employee shall be deemed to have been filed also in behalf of the children of the employee. (Sec. 10, 49 Stat. 973 as amended; 45 U. S. C. 228j)

Dated: June 14, 1949.

By authority of the Board.

[SEAL]

MARY B. LINKINS,
Secretary of the Board.

[F. R. Doc. 49-4933; Filed, June 20, 1949;
8:46 a. m.]

PART 260—APPEALS WITHIN THE BOARD

APPEAL FROM INITIAL DECISION OF BUREAU OF RETIREMENT CLAIMS

Pursuant to the general authority contained in section 10 of the act of June 24, 1937 (sec. 10, 50 Stat. 314; U. S. C. 228j), § 260.2 (f) of the regulations of the Railroad Retirement Board under such act (12 F. R. 1389) is amended, by Board Order 49-213, dated June 8, 1949, to read as follows:

§ 260.2 *Appeal from an initial decision of the Bureau of Retirement Claims.*
* * *

(f) In the development of appeals, the appeals council shall have power to hold hearings, require and compel the attendance of witnesses, administer oaths, take testimony, and make all necessary investigations. In the absence of a member of the appeals council, hearings shall be held by two members and an alternate. The alternate shall be an employee of the Board whose background, experience and training shall be similar to those of a member of the appeals council; and he shall be selected by the chairman of the appeals council subject to the approval of the Board. After the hearing of a case, the alternate, rather than the absent member, shall participate in the final decision thereof. After such decision, the alternate's connection with the case shall

at all times, and in all respects, be the same as if he had been a member of the appeals council.

(Sec. 10, 49 Stat. 973 as amended; 45 U. S. C. 228j)

Dated: June 14, 1949.

By Authority of the Board.

MARY B. LINKINS,
Secretary of the Board.

[F. R. Doc. 49-4932; Filed, June 20, 1949;
8:46 a. m.]

TITLE 24—HOUSING AND HOUSING CREDIT

Chapter VIII—Office of Housing Expediter

[Controlled Housing Rent Reg.,¹ Amdt. 110]

PART 825—RENT REGULATIONS UNDER THE HOUSING AND RENT ACT OF 1947, AS AMENDED

ARIZONA, GEORGIA, AND INDIANA

The Controlled Housing Rent Regulation (§§ 825.1 to 825.12) is amended in the following respects:

1. Schedule A, Item 16, is amended to read as follows:

(16) [Revoked and decontrolled.]

This decontrols from §§ 825.1 to 825.12 (1) the City of Tucson, in the Tucson, Arizona, Defense-Rental Area, based on a resolution submitted in accordance with section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, and (2) the remainder of said Tucson Defense-Rental, on the Housing Expediter's own initiative in accordance with section 204 (c) of said act.

2. Schedule A, Item 77, as amended to read as follows:

(77) [Revoked and decontrolled.]

This decontrols from §§ 825.1 to 825.12 the entire Moultrie, Georgia, Defense-Rental Area, based on a resolution submitted in accordance with section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, for the City of Moultrie, Georgia, said City of Moultrie constituting the major portion of said Defense-Rental Area.

3. Schedule A, Item 106, is amended to describe the counties in the Defense-Rental Area as follows:

In Wabash County, the Townships of Chester and Noble, and in Huntington County, the Township of Huntington.
Delaware, Howard and Madison.

This decontrols from §§ 825.1 to 825.12 (1) the City of Marion in Grant County, Indiana, a portion of the Anderson, Indiana, Defense-Rental Area, based on a resolution submitted in accordance with section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, and (2) the remainder of said Grant County, on

the Housing Expediter's own initiative in accordance with section 204 (c) of said act.

(Sec. 204 (d), 61 Stat. 197, as amended by 62 Stat. 37, 94, and by Pub. Law 31, 81st Cong.; 50 U. S. C. App. 1894 (d). Applies sec. 204, 61 Stat. 197, as amended by 62 Stat. 37, 94, and by Pub. Law 31, 81st Cong.; 50 U. S. C. App. 1894)

This amendment shall become effective June 16, 1949.

Issued this 16th day of June 1949.

ED DUPREE,
Acting Housing Expediter.

[F. R. Doc. 49-4950; Filed, June 20, 1949;
8:48 a. m.]

[Controlled Rooms in Rooming Houses and Other Establishments Rent Reg.,¹ Amdt. 105]

PART 825—RENT REGULATIONS UNDER THE HOUSING AND RENT ACT OF 1947, AS AMENDED

ARIZONA, GEORGIA AND INDIANA

The Rent Regulation for Controlled Rooms in Rooming Houses and Other Establishments (§§ 825.81 to 825.92) is hereby amended in the following respects:

1. Schedule A, Item 16, is amended to read as follows:

(16) [Revoked and decontrolled.]

This decontrols from §§ 825.81 to 825.92 (1) the City of Tucson in the Tucson, Arizona, Defense-Rental Area, based on a resolution submitted in accordance with section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, and (2) the remainder of said Tucson Defense-Rental Area, on the Housing Expediter's own initiative in accordance with section 204 (c) of said act.

2. Schedule A, Item 77, is amended to read as follows:

(77) [Revoked and decontrolled.]

This decontrols from §§ 825.81 to 825.92 the entire Moultrie, Georgia, Defense-Rental Area, based on a resolution submitted in accordance with section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, for the City of Moultrie, Georgia, said City of Moultrie constituting the major portion of said Defense-Rental Area.

3. Schedule A, Item 106, is amended to describe the counties in the Defense-Rental Area as follows:

In Wabash County, the Townships of Chester and Noble, and in Huntington County, the Township of Huntington.
Delaware, Howard and Madison.

This decontrols from §§ 825.81 to 825.92 (1) the City of Marion in Grant County, Indiana, a portion of the Anderson, Indiana, Defense-Rental Area, based on a resolution submitted in accordance with

¹ 13 F. R. 5750, 5789, 5875, 5937, 5938, 6247, 6283, 6411, 6556, 6882, 6911, 7299, 7672, 7801, 7862, 8218, 8328; 14 F. R. 18, 272, 337, 457, 627, 682, 695, 857, 918, 978, 1083, 1345, 1520, 1570, 1582, 1587, 1669, 1670, 1734, 1869, 1932, 2061, 2062, 2085, 2177, 2237, 2413, 2440, 2441, 2545, 2607, 2608, 2695, 2698, 3079, 3121, 3153, 3201.

section 204 (j) (3) of the Housing and Rent Act of 1947, as amended, and (2) the remainder of said Grant County, on the Housing Expediter's own initiative in accordance with section 204 (c) of said act.

(Sec. 204 (d), 61 Stat. 197, as amended by 62 Stat. 37, 94, and by Pub. Law 31, 81st Cong.; 50 U. S. C. App. 1894 (d). Applies sec. 204, 61 Stat. 197, as amended by 62 Stat. 37, 94, and by Pub. Law 31, 81st Cong.; 50 U. S. C. App. 1894)

This amendment shall become effective June 16, 1949.

Issued this 16th day of June 1949.

ED DUPREE,
Acting Housing Expediter.

[F. R. Doc. 49-4951; Filed, June 20, 1949;
8:48 a. m.]

TITLE 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 127—INTERNATIONAL POSTAL SERVICE: POSTAGE RATES, SERVICE AVAILABLE, AND INSTRUCTIONS FOR MAILING

MISCELLANEOUS AMENDMENTS

In Part 127, International Postal Service: Postage Rates, Service Available, And Instructions For Mailing (13 F. R. 9073) make the following changes:

1. Section 127.351 *Siam* is redesignated as § 127.362a *Thailand (formerly Siam)* and is rearranged to follow § 127.362 in the alphabetical index to Subpart D. (13 F. R. 9072).

2. In § 127.3 *Letters and letter packages* (13 F. R. 9074) amend paragraph (f) by deleting "Siam" in the alphabetical list of countries and inserting "Thailand (formerly Siam)" between "Tanganyika Territory." and "Tonga (Friendly) Island."

3. In § 127.10 *Small packets* (13 F. R. 9078) amend paragraph (e) by deleting "Siam" in the alphabetical list of countries and inserting "Thailand (formerly Siam)" between "Syria" and "Tonga (Friendly) Islands."

4. In § 127.20 *Air mail service* (13 F. R. 9081, 14 F. R. 2644) amend paragraph (i) to read as follows:

(i) However, in the case of the countries shown below, "other articles" in the regular mails are acceptable at special air mail rates, as shown in the subcaption "Air mail service" under the appropriate country heading, appearing in Subpart D of this part:

Australia.	Greece.
Austria.	Hong Kong.
Azores.	Iceland.
Belgian Congo.	India.
Belgium.	Iraq.
Bermuda.	Ireland (Eire).
Czechoslovakia.	Italy.
Denmark.	Latvia.
Egypt.	Lithuania.
Estonia.	Luxemburg.
Faroe Islands.	Netherlands.
Fiji Islands.	New Zealand.
Finland.	Norway.
France.	Philippines.
Germany.	Portugal.
Gold Coast Colony.	Sweden.
Great Britain and Northern Ireland.	Switzerland.
	Syria.

Thailand (formerly Siam).
Trieste.
Tunisia.
Turkey.

Union of South Africa.
Union of Soviet Socialist Republics.
Vatican City State.

Such articles must be plainly marked "Commercial Papers", "Printed Matter", and in other pertinent manner to designate their classification in the mails.

5. In § 127.76 *Group shipments* (13 F. R. 9096) amend paragraph (b) by deleting "Siam" in the alphabetical list of countries and inserting "Thailand (formerly Siam)" between "Switzerland" and "Trans-Jordan".

6. In § 127.199 *Alphabetical index to Subpart D* (13 F. R. 9106), "Siam, 127.351" is redesignated as "Thailand (formerly Siam), 127.362a" and inserted between "Tanganyika Territory, 127.362" and "Togoland (British), 127.267 *Gold Coast Colony*."

AUSTRALIA

7. In § 127.209 *Australia* (States of New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia; also Lord Howe Island, Thursday Island, and Norfolk Island) (13 F. R. 9112) amend subparagraph (5) of paragraph (a) to read as follows:

(5) *Air mail service*. Postage rates: Letters, letter packages, and post cards, 25 cents per half ounce. Other regular mail articles, 84 cents for the first two ounces and 63 cents for each additional two ounces. (See § 127.20.)

FIJI ISLANDS

8. In § 127.250 *Fiji Islands* (13 F. R. 9147) amend subparagraph (5) of paragraph (a) to read as follows:

(5) *Air mail service*. Postage rates: Letters, letter packages, and post cards, 25 cents per half ounce. Other regular mail articles, 70 cents for the first two ounces and 50 cents for each additional two ounces. (See § 127.20.)

HONG KONG

9. In § 127.275 *Hong Kong* (including Kowloon) (13 F. R. 9166) amend subparagraph (5) of paragraph (a) to read as follows:

(5) *Air mail service*. Postage rates: Letters, letter packages, and post cards, 25 cents per half ounce. Other regular mail articles, 90 cents for the first two ounces and 70 cents for each additional two ounces. (See § 127.20.)

NEW ZEALAND

10. In § 127.315 *New Zealand* (13 F. R. 9194) amend subparagraph (5) of paragraph (a) to read as follows:

(5) *Air mail service*. Postage rates: Letters, letter packages, and post cards, 25 cents per half ounce. Other regular mail articles, 79 cents for the first two ounces and 59 cents for each additional two ounces. (See § 127.20.)

PHILIPPINES

11. In § 127.329 *Philippines (Republic of the)* (13 F. R. 9201) amend subparagraph (4) of paragraph (a) to read as follows:

(4) *Air mail service*. Postage rates: Letters, letter packages, and post cards,

25 cents per half ounce, except that when mailed in Guam the rate is 10 cents per half ounce. Other regular mail articles, 81 cents for the first two ounces and 60 cents for each additional two ounces. (See § 127.20.)

12. In § 127.351 *Siam* (13 F. R. 9216) make the following changes:

a. Amend the section headnote by deleting "Siam" and substituting the words "Thailand (formerly Siam)" in lieu thereof.

b. Amend subparagraph (5) of paragraph (a) to read as follows:

(5) *Air mail service*. Postage rates: Letters, letter packages, and post cards, 25 cents per half ounce. Other regular mail articles, 95 cents for the first two

ounces and 75 cents for each additional two ounces. (See § 127.20.)

c. Amend paragraph (b) *Parcel post, (Siam)* by deleting "(Siam)" and substituting the words "(Thailand, formerly Siam)" in lieu thereof.

d. Amend § 127.351 by deleting "§ 127.351" and substituting "§ 127.362a" in lieu thereof and insert the entire § 127.362a between § 127.362 and § 127.363.

(R. S. 161, 396, 398, secs. 304, 309, 42 Stat. 24, 25, 48 Stat. 943; 5 U. S. C. 22, 369, 372)

[SEAL] J. M. DONALDSON,
Postmaster General.

[F. R. Doc. 49-4934; Filed, June 20, 1949; 8:46 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Production and Marketing Administration

[P. & S. Docket 456]

MARKET AGENCIES AT OGDEN UNION STOCK YARDS, OGDEN, UTAH

NOTICE OF PETITION FOR MODIFICATION

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), an order was issued on June 13, 1949, authorizing the respondents to assess the rates and charges set out in their petition filed on May 9, 1949. Notice of this petition was published in the FEDERAL REGISTER on May 20, 1949 (14 F. R. 2662).

By a petition filed on June 6, 1949, J. E. Manning, owner of the Ogden Livestock Auction Co., one of the respondents, has requested an authorization to assess the following rates and charges for sales by auction:

SECTION I

CATTLE

	Per head
Calves: Weighing 450 pounds and under	\$0.50
Yearlings: Weighing 451 to 699 pounds	.75
Cattle: Weighing 700 pounds or more	1.00

SECTION II

HORSES

Commission for selling horses and mules \$2.50
(All horse and mule sales to include halters, furnished at a price of \$0.50 per head, in addition to the commission charge.)
(A charge of \$1.00 per head, plus \$0.60 for feed, shall be made on all horses and mules passing through the auction and offered for sale, where the animal is bid in by the owner.)

SECTION III

SWINE

	Per head
Pigs: Consignments of 1 head	\$0.80
Consignments of more than 1 head:	
1 to 40 head, inclusive	.20
Each head over 40	.05

SECTION III—Continued

SWINE—continued

	Per head
Hogs: Consignments of 1 head	\$0.40
Consignments of more than 1 head:	
1 to 40 head, inclusive	.25
Each head over 40	.15
Straight carload—single ownership: Per car	
Single deck	\$14.00
Double deck	20.00

SECTION IV

SHEEP

	Per head
Consignments of 1 head	\$0.35
Consignments of more than 1 head:	
For the first 10 in each 300 head	.25
For the next 50 in each 300 head	.15
For the next 60 in each 300 head	.06
For the next 130 in each 300 head	.03
For the next 50 in each 300 head	.01
Straight carload—single ownership: Per car	
Single deck	\$12.00
Double deck	17.00

SECTION V

CLEARING SERVICES

Cattle (per car)	\$20.00
Sheep, goats, and swine (per DD car)	20.00
Sheep, goats, and swine (per SD car)	15.00
Horses (per head)	2.50

SECTION VI

BUYING ON COMMISSION

Cattle (per cwt.)	\$0.10
Sheep, goats, and swine (per car)	20.00
Horses and mules (per head)	2.50

It appears that notice of this petition is in the public interest. Accordingly, notice of the filing of the petition is hereby given to all interested persons.

Interested persons who desire to be heard in the matter may notify the Hearing Clerk, United States Department of Agriculture, Washington 25, D. C., within 15 days from the date of publication of this notice.

Done at Washington, D. C., this 15th day of June 1949.

[SEAL] H. E. REED,
Director, Livestock Branch, Production and Marketing Administration.

[F. R. Doc. 49-4963; Filed, June 20, 1949; 9:00 a. m.]

NOTICES

CIVIL AERONAUTICS BOARD

[Docket No. SA-192]

ACCIDENT AT SAN JUAN, PUERTO RICO
NOTICE OF HEARING

In the matter of investigation of accident involving aircraft of United States Registry NC-92857, which occurred at San Juan, Puerto Rico, on June 7, 1949.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly section 702 of said act, in the above-entitled proceeding that hearing is hereby assigned to be held on Tuesday, June 21, 1949, at 1:00 p. m. (A. s. t.) in the auditorium, second floor, east wing of School of Tropical Medicine, 3 Puerta de Tierra, San Juan, Puerto Rico.

Dated at Washington, D. C., June 16, 1949.

[SEAL] FRANCIS H. MCADAMS,
Presiding Officer.

[F. R. Doc. 49-4964; Filed, June 20, 1949;
8:49 a. m.]

[Docket No. 3751]

LINEA AEROPPOSTAL VENEZOLANA
NOTICE OF HEARING

In the matter of the application of Linea Aeropostal Venezolana pursuant to section 402 of the Civil Aeronautics Act of 1938, as amended, for a foreign air carrier permit authorizing the foreign air transportation of persons, property, and mail between (1) Maiquetia, Venezuela, and Miami, Fla., via Havana, Cuba; and (2) Maiquetia, Venezuela, and Montreal, Canada, via Havana, Cuba, and New York, N. Y.

Notice is hereby given pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 402 and 1001 of said act, that a hearing in the above-entitled proceeding is assigned to be held on July 1, 1949, at 10 a. m. (e. d. s. t.) in Room 1011, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner Richard A. Walsh.

Without limiting the scope of the issues presented by said application, particular attention will be directed to the following matters and questions:

1. Whether the proposed air transportation will be in the public interest.

2. Whether the applicant is fit, willing, and able to perform the proposed transportation and to conform to the provisions of the act and the rules, regulations, and requirements of the Board thereunder.

3. Whether the authorization of the proposed transportation is consistent with any obligation assumed by the United States in any treaty, convention, or agreement in force between the United States and Venezuela.

Notice is further given that any person desiring to be heard in this proceeding

must file with the Board, on or before July 1, 1949, a statement setting forth the issues of fact or law raised by said application which he desires to controvert.

For further details of the service proposed and the authorization requested, interested parties are referred to the application on file with the Civil Aeronautics Board.

Dated at Washington, D. C., June 16, 1949.

By the Civil Aeronautics Board.

[SEAL]

M. C. MULLIGAN,
Secretary.

[F. R. Doc. 49-4965; Filed, June 20, 1949;
8:49 a. m.]

FEDERAL COMMUNICATIONS
COMMISSION

[Docket Nos. 9123, 9339]

NEW ROCHELLE BROADCASTING SERVICE,
INC., AND SUBURBAN BROADCASTING
CORP.

ORDER DESIGNATING APPLICATION FOR CON-
SOLIDATED HEARING ON STATED ISSUES

In re applications of New Rochelle Broadcasting Service, Inc., New Rochelle, New York, Docket No. 9339, File No. BP-7213; Suburban Broadcasting Corporation, New Rochelle, New York, Docket No. 9123, File No. BP-6428; for construction permits.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 1st day of June 1949;

The Commission having under consideration the above-entitled application of New Rochelle Broadcasting Service, Inc., for authority to construct a new standard broadcast station at New Rochelle, New York, to operate on 1460 kilocycles with a power of 500 watts, daytime only; and

It appearing, that the Commission on August 19, 1948, designated for hearing the above-entitled application of Suburban Broadcasting Corporation for a construction permit for a new standard broadcast station to operate on 1460 kilocycles, 500 watts power, daytime only, at New Rochelle, New York;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application of New Rochelle Broadcasting Service, Inc., is designated for hearing in a consolidated proceeding with the application of Suburban Broadcasting Corporation, New Rochelle, New York, to be held at Washington, D. C., commencing at 10:00 a. m., on July 13, 1949, upon the following issues:

1. To determine the legal, technical, financial, and other qualifications of the applicant corporation, its officers, directors and stockholders to construct and operate the proposed station.

2. To determine the areas and populations which may be expected to gain or lose primary service from the opera-

tion of the proposed station and the character of other broadcast service available to those areas and populations.

3. To determine the type and character of program service proposed to be rendered and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine whether the operation of the proposed station would involve objectionable interference with the operation of Station WNAB, Bridgeport, Connecticut, or with any other existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

5. To determine whether the operation of the proposed station would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

6. To determine whether the installation and operation of the proposed station would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations with particular reference as to whether a transmitter site can be selected which would not result in overlap of the proposed 25 mv/m contour and the 2 mv/m contour of Station WHOM.

7. To determine on a comparative basis which, if either, of the applications in this consolidated proceeding should be granted.

It is further ordered, That WNAB, Inc., licensee of Station WNAB, Bridgeport, Connecticut, is made a party to this proceeding; and

It is further ordered, That the Commission order of August 19, 1948, designating for hearing the application of Suburban Broadcasting Corporation, is amended, to include the application of the New Rochelle Broadcasting Service, Inc., and Issue No. 7 as stated above.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4953; Filed, June 20, 1949;
8:52 a. m.]

[Docket No. 9336]

CITY OF JACKSONVILLE, FLA.

ORDER DESIGNATING APPLICATION FOR
HEARING ON STATED ISSUES

In re application of the City of Jacksonville, Florida, Docket No. 9336, File No. BMPCT-487; for additional time in which to complete construction of TV station WJAX-TV, Jacksonville, Florida.

At a session of the Federal Communications Commission held at its offices in

Washington, D. C., on the 1st day of June 1949;

The Commission having under consideration the above-entitled application of the City of Jacksonville, Florida (File No. BMPCT-487), for additional time in which to complete construction of TV broadcast station WJAX-TV, Jacksonville, Florida; and

It appearing, that on August 18, 1948, the Commission granted the City of Jacksonville, Florida, a construction permit for a TV broadcast station at Jacksonville, Florida (BPCT-496); and

It further appearing, that on May 4, 1949, the Commission denied the above-entitled application (BMPCT-487) and by letter dated May 5, 1949, gave the City of Jacksonville, Florida, 20 days within which to request a hearing in its above-entitled application; and

It further appearing, that on May 19, 1949, the City of Jacksonville, Florida, filed a request for a hearing in its above-entitled application (BMPCT-487) for additional time in which to complete construction of TV broadcast station WJAX-TV, Jacksonville, Florida;

It is ordered, That the Commission's action of May 4, 1949, denying the above-entitled application (BMPCT-487) be set aside; and

It is further ordered, That, pursuant to sections 309 and 319 of the Communications Act of 1934, as amended, and § 3.615 of the Commission's rules and regulations, the above-entitled application (BMPCT-487) be designated for hearing, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine whether the City of Jacksonville, Florida, has been diligent in proceeding with the construction of TV broadcast station WJAX-TV, Jacksonville, Florida, as authorized by the construction permit granted August 18, 1948 (File No. BPCT-496).

2. To determine whether it would be in the public interest, convenience and necessity to grant the application of the City of Jacksonville, Florida (File No. BMPCT-487), for additional time in which to construct TV broadcast station WJAX-TV at Jacksonville, Florida, as authorized by the Commission on August 18, 1948 (File No. BPCT-496).

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4954; Filed, June 20, 1949;
8:52 a. m.]

[Docket No. 9337]

E. E. KREBSBACH (KG CX)

ORDER DESIGNATING APPLICATION FOR
HEARING ON STATED ISSUES

In re application of E. E. Krebsbach (KG CX), Sidney, Montana, Docket No. 9337, File No. BMP-4239; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 1st day of June 1949;

The Commission having under consideration the above-entitled application which requests a modification of construction permit to increase nighttime power to 5 kilowatts and install directional antenna for day and night use for Station KG CX, Sidney, Montana, operating on 1180 kc, with present power of 1 kw, 5 kw-LS;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station KG CX as proposed and the character of other broadcast service available to those areas and populations.

2. To determine whether the proposed operation would involve objectionable interference with Stations KGLU, Safford, Arizona, and WISC, Madison, Wisconsin, or with any other existing broadcasting stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the proposed operation would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the proposed installation and operation would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations.

5. To determine whether, in view of the minor lobe of the proposed directional array over the city of Sidney, broadcast service of adequate quality would be rendered to the city and whether such service would be an efficient utilization of the frequency.

It is further ordered, That Gila Broadcasting Company, licensee of Station KGLU, Safford, Arizona, and Radio Wisconsin, Incorporated, licensee of Station WISC, Madison, Wisconsin, are made parties to the proceeding.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4955; Filed, June 20, 1949;
8:52 a. m.]

[Docket No. 9338]

INDEPENDENT BROADCASTING CO. (KIOA)

ORDER DESIGNATING APPLICATION FOR
HEARING ON STATED ISSUES

In re application of Independent Broadcasting Company (KIOA), Des Moines, Iowa, Docket No. 9338, File No. BP-7005; for construction permit.

At a session of the Federal Communications Commission, held at its offices in

Washington, D. C., on the 1st day of June 1949;

The Commission having under consideration the above-entitled application for a construction permit to make changes in the daytime directional antenna system of Station KIOA, Des Moines, and also having under consideration a petition filed May 25, 1949, by May Broadcasting Company, licensee of Station KMA, Shenandoah, Iowa, that the said application be designated for hearing and that petitioner be made a party to the proceeding;

It is ordered, That, the petition of May Broadcasting Company is granted and that, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station KIOA as proposed and the character of other broadcast service available to those areas and populations.

2. To determine whether the operation of Station KIOA as proposed would involve objectionable interference with the operation of Stations KFNF, Shenandoah, Iowa and KMA, Shenandoah, Iowa, or with any other existing broadcast stations and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the operation of Station KIOA as proposed would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the installation and operation of Station KIOA as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations.

It is further ordered, That, Capital Broadcasting Company, licensee of Station KFNF, Shenandoah, Iowa, and May Broadcasting Company, licensee of Station KMA, Shenandoah, Iowa, are made parties to the proceeding.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4956; Filed, June 20, 1949;
8:52 a. m.]

TELEPHONE AND TELEGRAPH SERVICE
CURTAILMENTS

CONSIDERATION OF WHETHER EMPLOYEE
PROTECTION SHOULD BE REQUIRED

The Federal Communications Commission has under consideration the question of whether, in connection with applications filed by common carriers for authority under section 214 of the Communications Act of 1934, as amended, to discontinue, reduce, or impair telephone

or telegraph service, the Commission should adopt rules and regulations (1) requiring that all such applications include information with respect to the manner in which employees of the applicant may be adversely affected if the application is granted, through loss of jobs, reduction in pay, or other inconvenience or detriment; and if so, the nature of such rules and regulations; and (2) providing for the attachment to certificates or authorizations, issued upon such applications, of conditions requiring the applicants to afford protection to those of their employees adversely affected by a grant of the application and, if so, the nature of such conditions.

All interested parties are invited to submit, on or before July 18, 1949, comments for the Commission's consideration containing a statement with respect to (1) the party's interest in the matter, (2) his position with respect to each of the above questions, and (3) the specific type of rules and regulations which should be adopted by the Commission, if it is felt that such action should be taken by the Commission.

Consideration will be given to the comments and proposals submitted for the purpose of determining whether the Commission should institute appropriate rule-making procedures looking toward the adoption of any rules on the subject.

Fifteen copies of any comments and proposals should be filed.

Adopted: June 1, 1949.

Released: June 1, 1949.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4957; Filed, June 20, 1949;
8:52 a. m.]

[Docket No. 9308]

GREAT NORTHERN RADIO, INC. (WWSC)

CORRECTED ORDER DESIGNATING APPLICATION
FOR HEARING ON STATED ISSUES

In re application of Great Northern Radio, Inc. (WWSC), Glens Falls, New York, Docket No. 9308, File No. BP-6402; for construction permit.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 5th day of May 1949;

The Commission having under consideration the above-entitled application requesting construction permit to change frequency and power, install new transmitter and directional antenna for night use, and change transmitter location of Radio Station WWSC, Glens Falls, New York;

It is ordered, That, pursuant to section 309 (a) of the Communications act of 1934, as amended, the said application of Great Northern Radio, Inc., is designated for hearing, at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the areas and populations which may be expected to gain or

lose primary service from the operation of station WWSC as proposed and the character of other broadcast service available to those areas and populations.

2. To determine whether the operation of station WWSC as proposed would involve objectionable interference with station WONS, Hartford, Connecticut, or with any other existing broadcast stations, with particular reference as to whether the protection angle of the proposed operation is sufficient to adequately protect the nighttime service area of station WONS, and, if there is objectionable interference, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the operation of station WWSC as proposed would involve objectionable interference with the services proposed in any other pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the installation and operation of station WWSC as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations.

It is further ordered, That the Yankee Network, Incorporated, licensee of Station WONS, Hartford, Connecticut, is made a party to this proceeding.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-4958; Filed, June 20, 1949;
8:52 a. m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-1200, G-1222]

INDIANA GAS & WATER CO., INC., ET AL.

ORDER TO SHOW CAUSE AND FIXING DATE OF
HEARING

JUNE 14, 1949.

In the matters of Indiana Gas & Water Company, Inc., Eastern Indiana Gas Company, Summit Gas and Water Company, Inc., Docket No. G-1200; Indiana Gas & Water Company, Inc., Docket No. G-1222.

On April 26, 1949, Indiana Gas & Water Company, Inc.,¹ Eastern Indiana Gas Company,² and Summit Gas and Water Company, Inc.,³ filed a joint petition designated as "Petition for Declaratory Order to Settle Controversy and Remove Uncertainty." The effects of such petition are:

(1) To request the Commission to review its findings and determination heretofore made in an order issued June 5, 1945 (4 F. P. C. 931-935), *Greenfield Gas Company, Inc. v. Panhandle Eastern Pipe Line Company, et al.*, Docket Nos. G-587, G-607 and G-608, in which order, among

¹ "Indiana Gas."

² "Eastern."

³ "Summit."

other things, the Commission determined that by reason of certain proposed construction and operation of facilities⁴ Eastern would become a "natural-gas company" within the meaning of the Natural Gas Act, and upon such review to amend, modify or rescind the order in such manner that Eastern shall no longer be deemed to be subject to the jurisdiction of the Commission.

(2) To request the Commission to amend, modify, or rescind in part an order heretofore issued by the Commission on August 5, 1948, *In the Matters of Eastern Indiana Gas Company, et al.*, Docket Nos. G-776, G-810 and G-820 issuing certificates of public convenience and necessity pursuant to section 7 (c) of the Natural Gas Act authorizing the construction and operation of certain facilities by Eastern and Knightstown Natural Gas Company, Inc.⁵ and directing Panhandle Eastern Pipe Line Company⁶ to establish physical connection of its facilities with those then proposed to be constructed by Eastern and to make delivery of natural gas to Eastern at Muncie, Indiana, to be used in part by Eastern for sale to consumers and in part for redelivery and resale to Summit and Knightstown. Eastern was also ordered to establish a connection of its facilities with those of Summit and Knightstown and deliver natural gas to those companies pursuant to section 7 (a) of the Natural Gas Act.

(3) To request the Commission to enter an order in Docket No. G-1200 directing Panhandle to refile its Rate Schedule F. P. C. No. 107, as supplemented, so as to provide service to Indiana Gas in lieu of Eastern. Panhandle's Rate Schedule F. P. C. No. 107, as supplemented provides for the sale and delivery of natural gas by Panhandle Eastern at an existing interconnection and at the proposed Muncie interconnection authorized and directed in Docket Nos. G-776, G-810, and G-820.

Indiana Gas, Eastern and Summit are Indiana corporations engaged in public utility operations within that State.

Indiana Gas now proposes to acquire the properties of Eastern and Summit, and the parties have entered into a conditional purchase-sale agreement dated March 22, 1949. The completion of the transaction under the agreement, however, is conditioned upon the companies getting (1) the nonjurisdictional status determination with respect to Eastern; (2) rescission of the Commission's order directing Eastern to deliver natural gas to Knightstown; and (3) substitution of Indiana Gas for Eastern as the purchaser of natural gas from Panhandle under Rate Schedule F. P. C. 107, as supplemented, all as hereinbefore referred to.

In the petition with respect to Eastern and Summit it is stated that with the

⁴ The facilities authorized to be constructed by Eastern consist of approximately 1 mile of 2-inch pipe line from Fortville to Ingalls, Indiana, and were to be operated to move natural gas procured by Eastern from Panhandle Eastern Pipe Line Company.

⁵ "Knightstown."

⁶ "Panhandle."

exception of the so-called "Spiceland Line," none of the facilities authorized in Docket Nos. G-776, G-810 and G-820 have been constructed, no arrangements have been made for undertaking the construction thereof and it is now the desire of Eastern and Summit to abandon all plans with respect thereto.

It is further stated in the petition that the proposed "Knightstown Line" authorized in Docket Nos. G-776, G-810 and G-820 has not been constructed, and that Eastern is no longer willing to establish physical connection of its facilities with the proposed pipe line of Knightstown. Furthermore, it is stated, that Indiana Gas has advised Eastern that if such physical connection should be made, Indiana Gas would elect to terminate the purchase-sale agreement of March 22, 1949, since the acquisition of the properties of Eastern under circumstances involving an interconnection of the Eastern system with the system of Knightstown and the sale and delivery of natural gas as ordered in Docket Nos. G-776, G-810 and G-820 "would result in Indiana Gas becoming a 'natural-gas company' under the Natural Gas Act, subject to the jurisdiction of the Commission the necessary burden of which it is unwilling to undertake at this time."

The petition further states that the present arrangements for the sale of its properties to Indiana Gas rendered it unnecessary for Eastern to proceed with the construction of the so-called Mt. Summit Line¹ and the interconnection of its facilities with those of Summit and under present circumstances makes it undesirable for Eastern to undertake the interconnection of its facilities with those of Knightstown (as authorized and directed in Docket Nos. G-776, G-810 and G-820.) If the sale of the properties is consummated to Indiana Gas, the proposed Muncie, Indiana, connection of the Eastern facilities with those of Panhandle, it is stated in the petition, will be unnecessary since an existing 8-inch pipe line of Indiana Gas interconnects with the facilities of Panhandle at a point near Muncie and extends to New Castle through which pipe line and a

¹ Spiceland Line: A 3-inch welded natural gas pipe line to connect with the then proposed Mt. Summit Line at its southern terminus near New Castle and extending in a southwesterly direction approximately 2 miles east of Spiceland, Henry County, Indiana, constructed for the purpose of utilizing natural gas produced in the State of Indiana.

² Mt. Summit Line: A 4-inch welded steel pipe line to connect, at its northern terminus, with Panhandle's 18-inch natural gas transmission pipe line at a point approximately 2 miles south of the City of Muncie, Delaware County, Indiana, and extending in a southerly direction approximately 16 miles through the Towns of Cowan and Oakville, in Delaware County, and the Towns of Springport and Mt. Summit, in Henry County, to a point near the corporate limits of the City of New Castle, Henry County, Indiana.

This line was to be constructed for the purposes, among others, of supplying natural gas then proposed to be procured from Panhandle to Summit and to Knightstown as ordered in Docket Nos. G-776, G-810 and G-820.

700-foot extension thereof south of New Castle, Indiana, Indiana Gas would be able to serve the territory now served by Eastern. Likewise, the petition states, service to the area served by Summit can be made by Indiana Gas from its existing 8-inch line which passes through the town of Mt. Summit, Indiana, one of the communities now supplied by Summit. The 8-inch line, it is represented, is of sufficient capacity to enable Indiana Gas to serve the area.

Copies of the petition herein have been served on Panhandle Eastern Pipe Line Company, Public Service Commission of the State of Indiana and Knightstown Natural Gas Company, Inc. A response to such petition has been filed by Panhandle, and the public Service Commission of the State of Indiana and Knightstown Natural Gas Company, Inc. The Public Service Commission of Indiana has filed a notice of intervention.

As originally filed in Docket Nos. G-776, G-810 and G-820, the applications of Eastern, Summit and Knightstown, in addition to seeking orders of the Commission under section 7 (a) of the Natural Gas Act directed to Panhandle, contained requests that in the event Indiana Gas were determined to be a "natural-gas company" it be directed to establish physical connection of its facilities with those of applicants and deliver to them natural gas which would be procured from Panhandle. Subsequent amendments of the applications, however, eliminated Indiana Gas as a party respondent.

It appears, however, that if the transaction contemplated by Indiana Gas, Eastern and Summit were consummated in accordance with the purchase-sale agreement of March 22, 1949, that Knightstown would not receive any part of the natural gas which Panhandle would deliver to either Eastern or Indiana Gas as directed by the Commission in its order issued August 5, 1948, in Docket Nos. G-776, G-810 and G-820 and as provided by Panhandle's Rate Schedule F. P. C. No. 107, and supplemented. Under such order each of the companies was to receive a portion of the natural gas which Panhandle was directed to deliver.

It further appears that in connection with its natural gas operations in the State of Indiana that Indiana Gas, or its predecessor, have constructed and Indiana Gas is operating the following pipe lines which lines and operation thereof may be subject to the jurisdiction of the Commission:

(1) Approximately 16 miles of 8-inch pipe line extending from a point of connection with the transmission line of Panhandle near Muncie, Indiana, southward to a point of connection with its local distribution system in New Castle, Indiana.³ The natural gas moved through this line by Indiana Gas is

³ It was from this line that Eastern, Summit and Knightstown requested the Commission to order Indiana Gas to furnish service to them in the original applications filed in Docket Nos. G-776, G-810 and G-820 in the event Indiana Gas were found to be a "natural-gas company."

natural gas which is transported and sold in interstate commerce by Panhandle.

(2) Indiana Gas' so-called "horseshoe system" consisting of approximately 130 miles of 10-inch, 8-inch, 6-inch and 4-inch lines, exclusive of looping. Through this system Indiana Gas moves natural gas which it obtains from Texas Gas Transmission Corporation to points of interconnection with its local distribution systems in Mitchell, Bedford, Bloomington, Martinsville, Franklin, Shelbyville, Edinburg, Columbus, East Columbus, Garden City, and Seymour, Indiana. A part of the natural gas moved through this system is natural gas which is transported and sold in interstate commerce by Texas Gas Transmission Corporation.⁴

(3) Approximately 12 miles of 6-inch and 4-inch pipe line extending from a point of connection with the transmission line of Texas Eastern Transmission Corporation in Decatur County to a point of interconnection with its local distribution system in Greensburg, Indiana. The natural gas moved by Indiana Gas through the line is natural gas which is transported and sold in interstate commerce by Texas Eastern Transmission Corporation.

(4) Approximately 25 miles of 8-inch pipe line leased from Buckeye Pipe Line Company and operated by Indiana Gas to move natural gas purchased from Panhandle at a point of connection with the transmission facilities of Panhandle near Decatur, Indiana, to a point of interconnection with its local distribution system in Huntington, Indiana. The natural gas so moved by Indiana Gas is natural gas transported and sold in interstate commerce by Panhandle.

(5) Approximately 20.1 miles of 6-inch pipe line extending from a point of connection with transmission facilities of Panhandle near Tipton, Indiana, to Noblesville, Indiana, through which natural gas purchased from Panhandle is moved to point of interconnection with its local distribution systems in Tipton, Atlanta, Cicero and Noblesville. The natural gas so moved is transported and sold in interstate commerce by Panhandle.

(6) Approximately 17.8 miles of 6-inch pipe line extending from a point of connection with the transmission facilities of Panhandle near Lebanon, Indiana, through which natural gas purchased from Panhandle is moved to points of interconnection with its local distribution systems in Lebanon, Ulen, Mechanicsburg, Antioch and Frankfort, Indiana. The natural gas moved through this system is natural gas transported and sold by Panhandle in interstate commerce.

(7) Approximately 41.6 miles of 8-inch, 6-inch and 4-inch pipe line, exclusive of looping, extending from a point of connection with the transmission facilities of Panhandle near Crawfordsville, Indiana, to terminal at Williamsport and West Lafayette, Indiana. Through this system natural gas pur-

⁴ A part of the gas which is sold by Texas Gas Transmission Corporation to Indiana Gas is natural gas which the former obtains from Panhandle and which is transported and sold in interstate commerce.

chased from Panhandle is moved by Indiana Gas to points of interconnection with its local distribution systems in the Towns of Crawfordsville, Linden, Romney, Elston, Lafayette, West Lafayette, Attica and Williamsport. The natural gas moved through this system is natural gas transported and sold by Panhandle in interstate commerce.

(8) Approximately 5 miles of 8-inch pipe line extending from a point of connection with transmission facilities of Louisville Gas and Electric Company at the Kentucky State line near Louisville, Kentucky, through which natural gas purchased from Louisville Gas and Electric Company is moved by Indiana Gas to points of interconnection with its local distribution systems in Jeffersonville, Clarksville, Claysburg, and New Albany, Indiana. The natural gas moved through this system is natural gas transported and sold in interstate commerce by Louisville Gas and Electric Company.

The natural gas being delivered and sold by Panhandle, Texas Gas Transmission Corporation, Texas Eastern Transmission Corporation and Louisville Gas and Electric Company is being delivered and sold in accordance with rate schedules on file with this Commission. It appears that the movement of such natural gas by Indiana Gas through the facilities and to the points of distribution hereinbefore described for sale for ultimate public consumption may constitute transportation of natural gas in interstate commerce subject to the jurisdiction of the Commission, and that by reason of such operations Indiana Gas may be a "natural-gas company" within the meaning of the Natural Gas Act.

Wherefore, in view of the foregoing, the Commission finds:

(1) It necessary and appropriate in the public interest, pursuant to the provisions of sections 1, 7, 14 and 16 of the Natural Gas Act, and § 1.6 of the Commission's rules of practice and procedure to institute a proceeding for the purpose of determining whether or not Indiana Gas & Water Company, Inc., is a "natural-gas company" within the meaning of the Natural Gas Act, and in such proceeding to direct Indiana Gas & Water Company, Inc. to show cause with respect to the matters hereinafter set forth.

(2) It is appropriate and in the public interest to hold a hearing with respect to the matters involved and the issues presented by the Petition for Declaratory Order to Settle Controversy and Remove Uncertainty filed by Indiana Gas, Eastern Indiana and Summit on April 26, 1949.

(3) It is appropriate and in the public interest to reopen the proceedings in Docket Nos. G-587, G-607 and G-608, *Greenfield Gas Company, Inc. v. Panhandle Eastern Pipe Line Company et al.*, in so far as such proceedings involve the operations of Eastern and for the purpose of determining whether the Commission's order in such proceeding should be modified, amended or rescinded.

(4) It is appropriate and in the public interest to reopen the proceedings in

Docket Nos. G-776, G-810 and G-820, *In the Matters of Eastern Indiana Gas Company, et al.*, for the purpose of determining whether in view of changed conditions the Commission's orders in such proceedings should be modified, amended or rescinded.

The Commission orders:

(A) A proceeding be instituted for the purpose of determining whether by reason of the operations hereinbefore described in this order Indiana Gas & Water Company, Inc., is a "natural-gas company" within the meaning of the Natural Gas Act. In such proceeding Indiana Gas & Water Company, Inc., shall show cause if any there be:

(i) Why, by reason of the operations hereinbefore set forth, Indiana Gas should not be found to be a "natural-gas company."

(ii) Why, if found to be a "natural-gas company," it should not establish physical connection of its facilities with the facilities of Knightstown and deliver natural gas to that company.

(iii) Why, if found to be a "natural-gas company" and in the event of failure to consummate the proposed acquisition of Eastern and Summit, it should not establish physical connection of its facilities with the facilities of Eastern and Summit and deliver natural gas to those companies.

(B) Indiana Gas to file within 15 days from the date of issuance of this order a response in accordance with § 1.9 of the Commission's rules of practice and procedure.

(C) A public hearing to be held on July 6, 1949, at 10:00 a. m. (e. d. t.) in the Hearing Room of the Federal Power Commission, 1800 Pennsylvania Avenue NW., Washington, D. C., with respect to the matters involved and the issues presented by the Petition filed in Docket No. G-1200 and with respect to the matters involved and the issues presented in the proceeding in Docket No. G-1222 concerning the jurisdictional status of Indiana Gas & Water Company, Inc., and by its response to this order.

(D) The proceedings in Docket Nos. G-587, G-607 and G-608, *Greenfield Gas Company, Inc. v. Panhandle Eastern Pipe Line Company, et al.*, in Docket Nos. G-776, G-810 and G-820, *In the Matters of Eastern Indiana Gas Company, et al.*, be reopened for the purposes hereinbefore set forth.

(E) The proceedings in Docket No. G-1200, G-1222, G-587, G-607, G-608, G-776, G-810 and G-820 to be consolidated for purposes of hearing.

(F) Interested State commissions may participate in the proceedings as provided in §§ 1.8 and 1.37 of the Commission's rules of practice and procedure.

Date of issuance: June 15, 1949.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 49-4935; Filed, June 20, 1949;
8:46 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-2168]

COLUMBIA GAS SYSTEM, INC., AND MANUFACTURERS LIGHT AND HEAT CO.

NOTICE REGARDING FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 14th day of June 1949.

Notice is hereby given that a joint application has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and its subsidiary, The Manufacturers Light and Heat Company ("Manufacturers"). Applicants have designated sections 6 (b), 9 and 10 of the act as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than June 28, 1949, at 5:30 p. m., e. d. s. t., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law raised by said application proposed to be controverted, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after June 28, 1949, said application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 thereof.

All interested persons are referred to said application which is on file in the office of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

Manufacturers proposes to sell to Columbia \$6,100,000 principal amount of 3¼% Installment Promissory Notes. Such notes are to be unsecured and are to be paid in equal annual installments on February 15 of each of the years 1952 to 1976, inclusive. It is stated that the proceeds to be obtained through the issue and sale of the notes will be utilized by Manufacturers in connection with its construction program. It is proposed that Manufacturers issue and sell the notes at such times and in such amounts as funds are required, none of such notes, however, to be issued and sold subsequent to December 31, 1949.

Manufacturers has filed an application with the Pennsylvania Public Utility Commission with respect to the issue and sale of the 3¼% notes and a copy of the order to be issued by said Commission will be supplied by amendment.

Applicants have requested that the Commission's order granting the joint

application be issued as soon as possible and that it become effective forthwith.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 49-4936; Filed, June 20, 1949;
8:46 a. m.]

[File No. 70-2165]

DELAWARE POWER & LIGHT CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 14th day of June 1949.

Notice is hereby given that a declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by Delaware Power & Light Company ("Delaware"), a registered holding company and an electric utility company. Declarant has designated sections 6 (a), and 7 of the act as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than June 24, 1949, at 5:30 p. m., e. d. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest and the issues of fact or law raised by said declaration which he desires to controvert or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after June 24, 1949, said declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transaction as provided in Rule U-20 (a) and Rule U-100 thereof.

All interested persons are referred to said declaration which is on file in the offices of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

Delaware proposes to issue and sell pursuant to the competitive bidding requirements of Rule U-50, \$10,000,000 principal amount of its First Mortgage and Collateral Trust Bonds --% series due 1979, and 50,000 shares of its --% Preferred Stock Cumulative, par value \$100 per share.

The proceeds from the sale of such securities will be used to finance a portion of the construction program of Delaware and its subsidiaries. It is estimated that the construction program for the years 1949 to 1951 inclusive will require expenditures of \$53,000,000. Of such estimated requirements, approximately \$4,000,000 has been obtained from the sale of 232,520 shares of common stock in March 1949, and it is estimated that \$36,000,000 of such requirements will have to be raised by the sale of additional securities including the securities now proposed to be sold. It is presently con-

templated by Delaware that if market conditions permit, future financing will include the sale of additional common stock as well as senior securities.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 49-4937; Filed, June 20, 1949;
8:46 a. m.]

[File No. 70-2171]

PACIFIC POWER & LIGHT CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 14th day of June A. D. 1949.

Notice is hereby given that Pacific Power & Light Company ("Pacific"), an electric utility subsidiary of American Power & Light Company ("American"), a registered holding company subsidiary of Electric Bond and Share Company, also a registered holding company, has filed a declaration pursuant to the Public Utility Holding Company Act of 1935 and has designated sections 6 (a) and 7 of the act and Rule U-23 thereunder as applicable to the transactions proposed therein.

All interested persons are referred to said declaration which is on file in the offices of this Commission for a statement of the transactions therein proposed which may be summarized as follows:

Pursuant to authorizations contained in this Commission's orders dated November 5, 1948, and March 2, 1949 (File No. 70-175), Pacific has borrowed an aggregate principal amount of \$3,500,000 from Mellon National Bank and Trust Company ("Mellon"), evidenced by the company's unsecured promissory notes dated November 15, 1948, January 15, 1949, and March 15, 1949, respectively, bearing interest at the rate of 2% per annum and payable on or before August 15, 1949. At the time such short-term borrowings were made it was contemplated that the notes would be repaid and that Pacific's current construction program would be financed, in part, with the proceeds to be obtained through the issuance and sale of additional First Mortgage Bonds. Pacific states that the issuance of additional First Mortgage Bonds was delayed until such time as a promised additional investment in its equity could be made by American, parent company of Pacific. Pacific now represents that its construction requirements have been such that it will require additional funds earlier than had been anticipated and that it now appears that American may be unwilling to make an additional investment in Pacific's equity by early July of 1949 when additional funds with which to carry forward the construction program will be required. The management of Pacific therefore believes that it must adopt one of the two alternatives hereinafter summarized, and for such purpose it has entered into

agreements, each dated June 10, 1949, with Mellon.

As a first alternative, it is proposed that if American shall not, prior to July 5, 1949, invest or agree promptly to invest in the equity of Pacific the sum of \$2,500,000, Pacific will borrow from Mellon the sum of \$3,000,000 to be evidenced by Pacific's promissory note bearing interest at the rate of 2% per annum and payable on or before November 15, 1949. Said note would be collateralized by the deposit with Mellon by Pacific of its First Mortgage Bonds, 3% Series due 1977, in the principal amount of \$3,000,000. Pacific would extend to November 15, 1949, the maturity of its presently outstanding \$3,500,000 of 2% notes and would collateralize said notes as so extended by the deposit with Mellon of \$3,500,000 principal amount of First Mortgage Bonds, 3% Series due 1977. The entire \$6,500,000 principal amount of bonds to be issued as collateral would be issued under Pacific's mortgage and deed of trust dated as of July 1, 1947.

As a second alternative, Pacific proposes, in the event that prior to July 5, 1949, American shall have invested or agreed promptly to invest in the equity of the company the sum of \$2,500,000 that no additional borrowings will be made but that the maturity of the presently outstanding notes, in the amount of \$3,500,000 will be extended to November 15, 1949. In the event the second alternative is taken, the notes as extended will not be collateralized.

Whether the first or second alternative is followed, the company contemplates the issuance by November 15, 1949, of additional First Mortgage Bonds to retire all 2% notes which may then be outstanding and to provide funds to carry forward its construction program.

Declarant requests that the Commission's order herein be entered as promptly as may be practicable and that it become effective upon the issuance thereof.

Notice is further given that any interested person may, not later than June 27, 1949, at 11:30 a. m., e. d. s. t., request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues of fact or law, if any, raised by said declaration which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after 11:30 a. m., e. d. s. t., on June 27, 1949, said declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under said act, or the Commission may exempt such transactions as provided in Rule U-20 (a) and Rule U-100 thereof.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 49-4938; Filed, June 20, 1949;
8:47 a. m.]

[File No. 70-2145]

NEW ENGLAND ELECTRIC SYSTEM AND
GRANITE STATE ELECTRIC CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 14th day of June A. D. 1949.

Notice is hereby given that New England Electric System ("NEES"), a registered holding company, and its public utility subsidiary company, Granite State Electric Company ("Granite State") have filed a joint application pursuant to the Public Utility Holding Company Act of 1935 and have designated sections 6 and 10 of the act and Rule U-23 promulgated thereunder as applicable to the transactions proposed therein.

All interested persons are referred to said application which is on file in the offices of this Commission for a statement of the transactions proposed therein which may be summarized as follows:

Granite State has outstanding 11,400 shares of capital stock of the par value of \$100 per share, all of which is owned by NEES. Granite State proposes to issue and sell to NEES and NEES proposes to acquire 5,000 additional shares of capital stock of Granite State for a cash consideration of \$500,000. Granite State will use the gross proceeds to be derived from the proposed issuance of capital stock to pay its indebtedness to NEES in the amount of \$158,000 and to reduce its bank indebtedness aggregating \$400,000 by the amount of \$342,000 thereby effecting a reduction in interest charges on indebtedness which at present rates would amount to \$11,895 on an annual basis.

The application states that the Public Service Commission of New Hampshire has jurisdiction over the proposed issuance and sale of capital stock proposed by Granite State and that no state commission or federal commission, other than this Commission, has jurisdiction over the acquisition of such stock by NEES. The application further states that the total expenses incidental to the proposed transactions to be borne by Granite State and NEES are estimated to be \$1,500 and \$300, respectively and that the services performed by New England Power Service Company, an affiliated service company, will be at the actual cost thereof.

NEES and Granite State request that the Commission's order herein become effective upon the issuance thereof.

Notice is further given that any interested person may, not later than June 27, 1949, at 5:30 p. m., e. d. s. t., request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues of fact or law, if any, raised by said application which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after June 27, 1949, said application, as filed or as amended, may be granted as provided in Rule U-23 of the Rules and

Regulations promulgated under said Act, or the Commission may exempt such transactions as provided in Rule U-20 (a) and Rule U-100 thereof.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.[F. R. Doc. 49-4939; Filed, June 20, 1949;
8:47 a. m.]

[File No. 70-2117]

PUBLIC SERVICE CO. OF NEW HAMPSHIRE
SUPPLEMENTAL ORDER RELEASING CERTAIN
JURISDICTION AND GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 14th day of June A. D. 1949.

Public Service Company of New Hampshire ("New Hampshire"), a public utility subsidiary of New England Public Service Company, a registered holding company, having filed an application, and amendments thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935, with respect to the issue and sale of 104,804 additional shares of its common stock, \$10 par value, wherein New Hampshire requested that the proposed transaction be exempted from the provisions of section 6 (a) of the act and from the competitive bidding requirements of Rule U-50; and

The Commission, by order dated May 20, 1949, having denied the application for exemption from the requirements of competitive bidding under Rule U-50, and having granted the application for exemption from the provisions of section 6 (a) of the act subject to the terms and conditions prescribed in Rule U-24 and to the following additional terms and conditions:

(1) Authorization of said issue and sale by the New Hampshire Public Service Commission and the Vermont Public Service Commission;

(2) Compliance with the competitive bidding requirements of Rule U-50, the filing of the results of such bidding herein, and the entry of an order thereon;

(3) Reservation of jurisdiction with respect to all fees and expenses to be paid in connection with the transaction; and

The requisite authorizations of the two State commissions having been duly obtained and copies thereof made a part of the record herein; and

New Hampshire having decided to issue and sell said 104,804 additional shares of its common stock, pursuant to the provisions of Rule U-50 as required by the order aforesaid, and having on June 14, 1949, filed a further amendment to its application setting forth the action taken by it to comply with the requirements of said rule, and stating that pursuant to the invitation for competitive bids, the following bids for the common stock have been received:

Bidding group headed by—	Price per share (being price to public and to stockholders under preemptive rights offering)	Compensation to underwriters		Net proceeds to company	
		Total	Per share	Total	Per share
Kidder, Peabody & Co. and Blyth & Co., Inc.....	\$22.50	\$133,625.10	\$1.275	\$2,224,464.90	\$21.225
Harriman, Ripley & Co., Inc., and Lehman Bros..	21.25	182,882.98	1.745	2,044,202.02	19.505

Said amendment having further stated that New Hampshire has accepted the bid of Kidder, Peabody & Co. and Blyth & Co., Inc., as set out above; and

The Commission having examined the amendment and having considered the record herein, and finding no basis for imposing terms and conditions with respect to said matters;

It is ordered, That the jurisdiction heretofore reserved with respect to the matters to be determined as a result of competitive bidding for said common stock be and the same hereby is released, and that said application as further amended be and the same hereby is granted forthwith, subject to the terms and conditions prescribed in Rule U-24 and to reservation of jurisdiction with respect to all fees and expenses in connection with the transaction.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.[F. R. Doc. 49-4940; Filed, June 20, 1949;
8:47 a. m.]

[File No. 70-1957]

MIDDLE WEST CORP. AND CONSOLIDATED
ELECTRIC AND GAS CO.

NOTICE OF FILING AND ORDER FOR HEARING

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C. on the 15th day of June A. D. 1949.

The Middle West Corporation ("Middle West") and Consolidated Electric and Gas Company ("Consolidated"), non-affiliated registered holding companies, owning, respectively, 34,000 shares (17%) and 120,000 shares (60%) of the common stock of Upper Peninsula Power Company ("Upper Peninsula"), heretofore filed a joint declaration with this Commission pursuant to section 12 (d) of the Public Utility Holding Company Act of 1935 ("act") regarding the sale of such shares at competitive bidding in accordance with the provisions of Rule U-50 promulgated under the act and the Commission issued a Notice of Filing pursuant to Rule U-23 with respect thereto (Holding Company Act Release No. 8553). Subsequent to the issuance of

said Notice of Filing, the declarants requested that the issuance of a final order approving the transactions be delayed because of adverse conditions affecting Upper Peninsula.

Notice is hereby given that Middle West and Consolidated have filed a joint application, in the form of an amendment to said declaration, which requests that the sale of said shares of stock of Upper Peninsula be exempted from the competitive bidding requirements of Rule U-50.

All interested persons are referred to said declaration, and the amendments thereto, which are on file in the office of this Commission, for a statement of the proposed transactions summarized above.

It appearing to the Commission that it is appropriate in the public interest and in the interest of investors and consumers that a hearing be held with respect to said application for exemption from the competitive bidding requirements of Rule U-50 and that said declaration, as amended, shall not be permitted to become effective except pursuant to further order of the Commission:

It is ordered, That a hearing on said application pursuant to the applicable provisions of the act and the rules and regulations thereunder, be held on July 6, 1949, at 10:00 a. m., e. d. s. t., at the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C., in such room as may be designated on that day by the hearing room clerk in Room 101. Any person desiring to be heard or otherwise wishing to participate in this proceeding shall file with the Secretary of the Commission on or before July 5, 1949, a written request relative thereto as provided by Rule XVII of the Commission's rules of practice.

It is further ordered, That Willis E. Monty, or any other officer or officers of the Commission designated by it for that purpose, shall preside at the hearing on such matter. The officer so designated to preside at such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of said act and to a hearing officer under the Commission's rules of practice.

The Division of Public Utilities of the Commission having advised the Commission that it has made a preliminary examination of said application, and that, on the basis thereof, the following matters and questions are presented for consideration without prejudice, however, to additional matters or questions being specified upon further examination:

1. Whether the facts and circumstances warrant an exemption from the competitive bidding requirements of Rule U-50 in the present instance.

2. Whether, in the event an exemption from competitive bidding is warranted, it is necessary or appropriate in the public interest or for the protection of investors and consumers to impose terms and conditions with respect to such exemption.

3. Generally, whether the proposed transactions comply with all of the applicable provisions and requirements of the act and the rules and regulations thereunder.

It is further ordered, That particular attention be directed at said hearing to the foregoing matters and questions.

It is further ordered, That the Secretary of the Commission shall serve copies of this order by registered mail on Middle West, Consolidated, the Michigan Public Service Commission, Central Hanover Bank and Trust Company, and Continental Illinois National Bank and Trust Company of Chicago, and that notice of said hearing shall be given to all other persons by publication of this order in the FEDERAL REGISTER and by general release of this Commission distributed to the press and mailed to the mailing list for releases issued under the act.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 49-4941; Filed, June 20, 1949;
8:47 a. m.]

[File No. 70-2136]

SOUTHWESTERN GAS AND ELECTRIC CO.

SUPPLEMENTAL ORDER RELEASING CERTAIN JURISDICTION AND PERMITTING DECLARATION TO BECOME EFFECTIVE

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 15th day of June A. D. 1949.

Southwestern Gas and Electric Company ("Southwestern"), a public utility subsidiary of Central and South West Corporation, a registered holding company, having filed a declaration, and amendments thereto, pursuant to sections 6 (a) and 7 of the Public Utility Holding Company Act of 1935, regarding, inter alia, the issuance and sale, at competitive bidding pursuant to Rule U-50, of \$4,500,000 principal amount of First Mortgage Bonds, Series C, --% due 1979 and of 25,000 shares of --% Preferred Stock, cumulative, \$100 par value per share; and

The Commission, by order dated June 3, 1949, having permitted said declaration, as amended, to become effective, subject to the condition that the proposed issuance and sale of bonds and preferred stock by Southwestern should not be consummated until the results of competitive bidding, pursuant to Rule U-50, had been made a matter of record in these proceedings and a further order entered by the Commission in the light of the record so completed, jurisdiction being reserved for this purpose; and

Southwestern, on June 15, 1949, having filed a further amendment to its declaration setting forth the action taken by it to comply with the requirements of Rule U-50, and stating that pursuant to the invitation for competitive bids the following bids were received:

BOND BIDS

Bidding group headed by—	Interest rate	Price to company	Cost of money to company
	Per cent	Percent	Per cent
Salomon Bros. & Hutzler.....	3	102.03991	2.8976
Lehman Bros.....	3	101.768	2.9112
Halsey, Stuart & Co., Inc.....	3	101.716	2.9138
Equitable Securities Corp.....	3	101.6899	2.9151
White, Weld & Co., and Kidder, Peabody & Co.....	3	101.6411	2.9175
Otis & Co.....	3	101.5845	2.9204
Merrill Lynch, Pierce, Fenner & Beane.....	3	101.572	2.9210
The First Boston Corp.....	3	100.916	2.9540

PREFERRED STOCK BIDS

Bidding group headed by—	Dividend rate	Price per share to company	Cost of money to company
	Per cent	Percent	Per cent
White, Weld & Co., and Kidder, Peabody & Co.....	4.65	\$100.33	4.634705
Lehman Bros.....	4.70	101.051	4.651116
Merrill Lynch, Pierce, Fenner & Beane and Union Securities Corp.....	4.70	100.92	4.657154
Harriman Ripley & Co., Inc.....	4.75	101.7131	4.669998
W. C. Langley & Co.....	4.70	100.5333	4.675068

It appearing that Southwestern has accepted the bid of Salomon Bros. & Hutzler for the bonds and the bid of White, Weld & Co. and Kidder Peabody & Co. for the preferred stock; that the bonds are to be resold to the public at 102.50% of the principal amount thereof, plus accrued interest from June 1, 1949, resulting in an underwriter's spread of 0.46009%, and that the preferred stock is to be resold to the public at \$101.75 per share, resulting in an underwriter's spread of \$1.42 per share; and

The Commission having examined the amendment and having considered the record herein and finding no basis for imposing terms and conditions with respect to said matters:

It is ordered, That the jurisdiction heretofore reserved with respect to the matters to be determined as a result of competitive bidding for said bonds and preferred stock be, and the same hereby is, released, and that said declaration, as further amended, be, and the same hereby is, permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 49-4942; Filed, June 20, 1949;
8:47 a. m.]

[File No. 70-2169]

NORTH AMERICAN CO.

NOTICE OF FILING AND NOTICE OF AND ORDER FOR HEARING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 14th day of June 1949.

Notice is hereby given that an application has been filed pursuant to the Public Utility Holding Company Act of 1935 ("act") and the general rules and regulations promulgated thereunder, by The North American Company ("North American"), a registered holding company. The applicant has designated sections 9 and 10 of the act as applicable to the proposed transactions.

All interested persons are referred to said application which is on file in the office of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

This Commission on April 14, 1942, entered an order directing, among other things, that North American sever its relationship with Capital Transit Company ("Transit"), a non-utility company engaged in the business of street railway and bus transportation in the city of Washington, D. C., and its environs. North American, in compliance with such order, has notified the Commission pursuant to the provisions of Rule U-44 (c) under the act that it has entered into a contract to sell all of the 109,458 shares which it owns, or 45.61%, of the 240,000 issued and outstanding shares of Capital Stock, \$100 par value, of Transit. Pursuant to the contract North American intends to sell its holdings for an aggregate consideration of \$2,189,160, or \$20 per share, severally to the nine persons listed below:

	Shares
L. E. Wolfson.....	50,458
Sam W. Wolfson.....	12,500
Saul Wolfson.....	12,500
Cecil Wolfson.....	12,500
J. A. B. Broadwater.....	5,000
Doran S. Weinstein.....	5,000
Jack Surasky.....	5,000
E. B. Gerbert.....	4,500
A. J. Rosenthal.....	2,000
	109,458

In connection with the foregoing notice of the proposed sale, North American seeks permission by the instant application to acquire two 3% Promissory Notes of L. E. Wolfson, one of the purchasers, in the principal amounts of \$500,000 and \$939,160 to be due August 12, 1949, and September 12, 1949, respectively. Such notes will be issued under a Collateral Trust Agreement to be entered into by and between L. E. Wolfson, on behalf of the purchasers, North American and Central Hanover Bank and Trust Company, as Trustee, and will represent the unpaid balance of the purchase price due on the closing date. Under the contract, however, the purchasers have the right to pay such balance in cash rather than in notes. It is stated that if the Collateral Trust Agreement is entered into the purchasers will transfer to the Trustee the 109,458 shares of Transit stock to secure payment of the aforesaid notes.

Under the contract North American will pay to Messrs H. Grady Gore, H. Grady Gore, Jr., and James O. Gore a fee equal to 1½% of the proposed purchase price as compensation for their services in arranging the proposed sale.

The applicant states that no Federal regulatory Commission other than this Commission has jurisdiction over the proposed transactions.

The Commission having found that a declaration should be filed with respect to the proposed sale of the 109,458 shares of Transit stock, North American having indicated that it has no objection to consideration of the aforesaid application and the notice pursuant to Rule U-44 (c) as an application-declaration regarding the proposed transactions, and the Commission deeming it appropriate so to do; and

It further appearing to the Commission that it is appropriate in the public interest and in the interest of investors and consumers that a hearing be held with respect to said application-declaration and that said application-declaration shall not be granted and permitted to become effective except pursuant to further order of the Commission:

It is ordered, That a hearing with respect to said application-declaration, pursuant to the applicable provisions of the act, and the rules and regulations promulgated thereunder, be held on June 28, 1949, at 10:00 a. m., e. d. s. t., at the offices of the Commission, 425 Second Street NW., Washington 25, D. C. On such date the hearing room clerk in Room 101 will advise as to the room in which such hearing will be held. Any person desiring to be heard or otherwise wishing to participate in this proceeding shall file with the Secretary of this Commission, on or before June 24, 1949, a written request with respect thereto as provided by Rule XVII of the Commission's rules of practice.

It is further ordered, That William W. Swift, or any other officer or officers of this Commission designated by it for that purpose shall preside at such hearing. The officer so designated to preside at such hearing is hereby authorized to exercise all powers granted to this Commission under section 18 (c) of the act, and to a hearing officer under the Commission's rules of practice.

The Division of Public Utilities of the Commission having advised the Commission that it has made a preliminary examination of the application-declaration and that, upon basis thereof, the following matters and questions are presented for consideration without prejudice, however, to the specification of additional matters or questions upon further examination:

1. Whether the proposed sale of the Transit stock is in contravention of any applicable provisions of the act or the rules and regulations promulgated thereunder;

2. Whether the proposed acquisition of the two 3% Promissory Notes, in the event such notes are issued, satisfies the requirements of section 10 of the act, and, particularly, the requirements of section 10 (b) and 10 (c) (1);

3. Whether the proposed transactions in all respects comply with the applicable provisions of the act and the rules thereunder, and, if not, what terms or conditions should be imposed in the public interest or for the protection of investors or consumers;

It is further ordered, That particular attention be directed at said hearing to the foregoing matters and questions.

It is further ordered, That the Secretary of the Commission shall serve a copy of this Notice and Order by registered mail on North American, L. E. Wolfson, the Interstate Commerce Commission, the Public Utilities Commission of the District of Columbia, and the Maryland Public Service Commission, and that notice of said hearing shall be given to all other persons by publication of this Notice and Order in the FEDERAL REGISTER and by general release of the Commission distributed to the press and mailed to the mailing list for releases under the Public Utility Holding Company Act of 1935.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 49-4943; Filed, June 20, 1949; 8:48 a. m.]

[File No. 70-2147]

NEW JERSEY POWER & LIGHT CO.

NOTICE REGARDING FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 16th day of June 1949.

Notice is hereby given that an application has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by New Jersey Power & Light Company ("NJPL"), a subsidiary of General Public Utilities Corporation, a registered holding company. Applicant has designated section 6 (b) of the act and Rule U-50 promulgated thereunder as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than June 24, 1949, at 5:30 p. m., e. d. s. t., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law raised by said application proposed to be controverted, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after June 24, 1949, said application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transaction as provided in Rules U-20 (a) and U-100 thereof.

All interested persons are referred to said application which is on file in the office of this Commission for a statement of the transaction therein proposed, which is summarized as follows:

NJPL proposes to issue and sell \$3,500,000 principal amount of First Mortgage Bonds, ----% Series due 1979 and 20,000 shares of ----% Series Preferred Stock of a par value of \$100 per share. Pursuant to the competitive bidding requirements of Rule U-50 of the General rules and regulations promulgated under the act NJPL will publicly

invite proposals for the purchase of the New Bonds and New Preferred Stock. The interest rate and sale price (which will be not less than 100% or more than 102 3/4% of the principal amount thereof plus accrued interest from June 1, 1949) of the New Bonds and the dividend rate and sale price of the New Preferred Stock (which will be not less than 100% or more than 102 3/4% of the par value thereof plus accrued dividends from July 1, 1949) will be determined in accordance with the provisions of such bid or bids, if any, as may be accepted by NJP&L.

The proceeds realized from the sale of the New Bonds (other than premium, if any, and accrued interest) will be deposited with the Trustee under NJP&L's Indenture of mortgage and deed of trust to be withdrawn by NJP&L from time to time pursuant to the provisions of the mortgage. The funds so withdrawn by NJP&L together with the premium on the New Bonds, if any, will be applied by NJP&L in payment of the cost of, or reimbursement of payments made for, the purchase or construction, since April 30, 1949, of new facilities and the betterment of existing facilities. The proceeds (exclusive of accrued dividends) from the sale of New Preferred Stock will be utilized (1) to provide reimbursement for \$1,500,000 of cash working capital expended by the Company during the twelve months' period ended April 30, 1949, for the purchase or construction of new facilities and the betterment of existing facilities and (2) the balance of \$500,000 together with the premium, if any, applied in payment of the cost of, or in reimbursement of payments made for, the purchase or construction subsequent to April 30, 1949, of new facilities and the betterment of existing facilities. To the extent required the aforesaid reimbursement of \$1,500,000 will be used to pay outstanding short term bank loans which aggregated \$600,000, as of May 31, 1949. The expenses (estimated at \$66,000) to be incurred in connection with the proposed issuance and sale of the New Bonds and New Preferred Stock will be met from treasury funds of NJP&L.

The application states that the order of the Board of Public Utility Commissioners of New Jersey expressly authorizing the issue and sale of the New Bonds and New Preferred Stock will be filed by amendment to this application.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 49-4952; Filed, June 20, 1949;
8:49 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193; July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567; June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Return Order 332, Amdt.]

ANNA COSTA VED. BERGALLI ET AL.

Return Order No. 332, dated May 18, 1949, published in the FEDERAL REGISTER on May 27, 1949 (14 F. R. 2758), is hereby amended as follows and not otherwise:
By deleting the following items:

Claim No.	Claimant	Shares		Certificate Nos.
		Common	Preferred	
39581	Alfonso Bertoni, Genoa, Italy...	74	52	35 89
39651	Istituto Italiano Di Credito Marittimo, Rome, Italy...	40	50	100 154
39765	Teresita Marmorì ved. Ceretti, Spezia, Italy...	25		211

And by substituting therefor the following:

Claim No.	Claimant	Shares		Certificate Nos.
		Common	Preferred	
39582	Alfonso Bertoni, Genoa, Italy...	74	52	35 89
39651	Istituto Italiano Di Credito Marittimo, Rome, Italy...	30	10	100 223
39765	Teresita Marmorì ved. Ceretti, Spezia, Italy...	10	15	154 244

Executed at Washington, D. C., on June 14, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-4960; Filed, June 20, 1949;
8:56 a. m.]

MEZZERA SOCIETE PER AZIONI

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of the publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location
Mezzera Societe Per Azioni a/k/a Societe Anonima Mezzera, Milan, Italy, 31814; \$2,498.75 in the Treasury of the United States.

Executed at Washington, D. C., on June 13, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-4962; Filed, June 20, 1949;
8:56 a. m.]

[Return Order 355]

MRS. LOUISE SCHMID

Having considered the claim set forth below and having issued a determination allowing the claim, which is incorporated by reference herein and filed herewith,

It is ordered, That the claimed property, described below and in the determination, be returned, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Notice of Intention To Return Published, and Property

Mrs. Louise Schmid, Konstanz, Germany, Claim No. 37358; May 5, 1949 (14 F. R. 2248); \$232.77 in the Treasury of the United States. One-half (1/2) of the all right, title, interest, and claim of any kind or character whatsoever of the Estate of Louise Aigner, deceased, her heirs, executors, administrators, assigns, devisees and legatees, and each of them, in and to the Estate of Anna Kuhn, deceased.

Appropriate documents and papers effectuating this order will issue.

Executed at Washington, D. C., on June 14, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-4959; Filed, June 20, 1949;
8:56 a. m.]

[Return Order 341, Amdt.]

MAURICE GOUDARD

Return Order No. 341, dated May 23, 1949, is hereby amended as follows and not otherwise:

By deleting the number "1,768,041" in the paragraph thereof under "Property" and substituting therefor the number "1,768,051".

All other provisions of said Return Order No. 341 and all actions taken by or on behalf of the Attorney General of the United States in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on June 14, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-4961; Filed, June 20, 1949;
8:56 a. m.]

[Vesting Order 13368]

MARIE BETZ ET AL.

Correction

In Federal Register Document 49-4803, published on page 3254 of the issue for Wednesday, June 15, 1949, the name "Toni Webber" in the list under paragraph 1 should read "Toni Weber".